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NOTES

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HOLIDAY TRIP

—) BY THE (—

HON. P. MITCHELL,

— LATE —

MINISTER OF MARINE
AND FISHERIES.



RELIABLE
Information

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—) WITH (—

MAPS, &c.

MONTREAL, CANADA.

1880.

THE WEST AND NORTH-WEST.

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OF CANADA,
TO
MANITOBA
— THE —
Northwest Territories
And all points in Canada and the United States.

Liverpool to Quebec
IN SUMMER, AND
PORTLAND OR HALIFAX, N.S
IN WINTER,

— BY THE —
Trans-Atlantic Ocean Steamship Lines

Forming Direct Communications by Rail with the
GRAND TRUNK RAILWAY OF CANADA.
The Direct Through Line.

SHORTEST SEA PASSAGE TO AMERICA.

Liverpool to Quebec 2,600 miles.
Liverpool to Portland..... 2,700 "

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GRAND TRUNK R'Y OF CANADA.

Trans-Continental Route.

Over 1300 Miles under one management

— TO —

MANITOBA

— AND THE —

Northwest Territories.

Emigrants from Europe to the rich wheat-producing lands of Manitoba, and the Agricultural and Mining Districts of British Columbia, will find the cheapest and best route via Quebec or Portland and the Grand Trunk Railway of Canada.

This is the legitimate route to the Northwest, affording a continuous trip and making direct connections with the Steamer lines from Point Edward and Collingwood, and by rail through to Fort Garry, Winnipeg, and all points in the Northwest Territories.

Passengers arriving at Quebec or Portland are transferred with their baggage free to the railroad trains, which run alongside the vessel at the wharf.

Depots or Stations for the reception of emigrants are provided at Quebec, Sherbrooke, Montreal, Ottawa, Kingston, Toronto, Hamilton, London (Ont.) and Winnipeg, where full information will be afforded and prompt assistance rendered to intending settlers by the Emigration Agents.

Information as to passage tickets and rates of passage by the various lines, can be obtained upon application at the Office of the Grand Trunk Railway, 21 Old Broad Street, London, E. C., and the offices of the Canadian Steamship Lines in Liverpool, and throughout Europe.

To Sportsmen and Excursionists.

Tickets will be issued by all rail, or by rail and the Lakes, to the various points in the Northwest during the sporting season.

Apply for full information to steamship agents at Liverpool and in Europe, and at the Office of the Grand Trunk Railway, 21 Old Broad Street, London, E. C.

JOSEPH HICKSON,

General Manager Grand Trunk Railway.

MANITOBA

— AND —

The Northwest

The finest Prairie Lands to be found in Manitoba and western Territories, capable of rapid cultivation, producing food for cattle, and affording

for agricultural productions

The total area of lands fit

in this region is estimated

acres, of which 10,660,369 ac

surveyed. The emigration

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Easily Cultivated & Rapid

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— AND —

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LITTLE SASKATCHEWAN COLONY

Northwest Territory, British Dominions,

Dominion Steamship Company's Reserve

The Little Saskatchewan Colony was started into existence in 1871.

The land is undulating, well watered, its surface soil being a black loam from five to eight feet deep, with clay subsoil.

It produces the finest of Mangolds, Swedes, Dutch Turnips, Potatoes, Beets, Beans, Peas, Wheat, Oats, Barley, Hops, etc.

There is already founded a town called Rapid City; Flour Mill, Saw Mill, Blacksmith's Shop, General Store, and many other buildings are being erected.

At the Little Saskatchewan are the Postoffice and Government Land Office.

From the Little Saskatchewan River Steamboats can go to Winnipeg.

It is proposed to have a Railway to the Little Saskatchewan built within three years.

Nearly six square miles of the Reserve have been taken up this year by Emigrants from Scotland, North of Ireland, the Counties Durham, Devon, Essex, Gloucester and Kent.

Thousands of farmers have settled this year on the banks of the river, over an area of fifty miles.

The farms are in grass, bluffs of trees being picturesquely scattered over them, providing the settlers with timber for fuel, fencing and building purposes.

The land does not require years of toil to cut away the timber, neither stumps grubbed out before planting; the sod can be ploughed in the spring, seed sown and roots planted, and a crop gathered in the autumn.

The land produces an inexhaustible supply of hay, and thousands of cattle can be grazed. A large quantity of horses, cattle, sheep and pigs are now brought to this country alive, proving that the market of England is as much open to the Canadian farmer as the English.

The next party for the Colony, under the charge of our Mr. Whelams, who accompanied and located a number of settlers this year, will leave Liverpool in one of the powerful Steamers of the Dominion Line early next spring—the day and date hereafter to be fixed.

The route to the Colony from Quebec is by all rail, or by lake and rail, to Winnipeg.

From Winnipeg to the Colony, 150 miles, the journey is by road and team.

The climate is very much the same as it was in England 30 years ago.

Apply for pamphlets or particulars to the Agents of the Dominion Steamship Line, or to the office of the Company.

TABLE 1.

FARM WITHOUT STOCK.

160 Acres Free. £ s. d.

160 Acres adjoining, at 4s. 2d. per acre, - 33 6 8

(THE LAND CAN BE PAID FOR IN THREE YEARS.)

By Ocean Steamers of the Dominion Steamship Company's Lines from Liverpool, connecting with Grand Trunk Railway at Quebec.

Steerage Passage and Third Class Fare, via Rail, Lake and Rail to Winnipeg, will be about (probably less) - - - 10 0 0

Cabin and First Class Fare, via Rail, Lake and Rail to WINNIPEG, will be about (probably less) - - - 21 19 6

To Families by Steerage a slight reduction is made per Adult.

To make the Farm a fair size not less than 320 acres are allotted.

TABLE 2.

A 320-Acre Freehold Farm for £200 Cash.

| | |
|--------------------|-----------------|
| 320 Acres of Land. | 12 Chickens. |
| 1 Yoke of Oxen. | 50 Fruit Trees. |
| 1 Cow with Calf. | 1 Plough. |
| 1 Sow and Boar. | 1 Wagon. |
| 2 Sheep. | Bake. |
| 12 Ducks. | Fork. |
| 12 Geese. | Hoe. |

A NEW WOOD HOUSE, 20 by 24, ONE STORY HIGH.

Seed Corn for 10 Acres.

Mangold, Swede, Turnip Seeds, for four Acres.

Potato Sets for two Acres.

A Cabin Passage and First Class Rail Fare to Winnipeg.

The Title to the Land is direct from the Crown.

A Deposit of £50 must be forwarded a few weeks before leaving, to allow the house being completed.

For Map of Reserve Lands and full particulars, apply to

FLINN, MAIN & MONTGOMERY,

24 James Street, Liverpool.

Or Local Agents throughout Great Britain.

Routes for

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LIVE

Via Quebec, P

By Ocean Steamer—
Liverpool to Quebec
Liverpool to Portland

The best and geographical
the Atlantic to the Continent

By Grand Trunk Railway
Quebec or Portland
800 miles).

By Michigan Central
Detroit to Chicago.

By Chicago, St. Paul &
Chicago, Milwaukee
Chicago to St. Paul

And St. Paul & Pacific
Canada Pacific Rail
St. Paul to Winnipeg

GREAT

of the Northwest Territories,
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Pacific Railway, of
lands of the Northwest
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Routes for British Settlers

— TO —

MANITOBA

— FROM —

LIVERPOOL,

Via Quebec, Portland or Halifax.

By Ocean Steamer—

Liverpool to Quebec (in Summer).

Liverpool to Portland (in Winter).

The best and geographically the shortest route across the Atlantic to the Continent of America.

By Grand Trunk Railway—

Quebec or Portland to Detroit (one through line for 800 miles).

By Michigan Central Railway—

Detroit to Chicago.

By Chicago, St. Paul & Minneapolis (Chicago & North-Western), or

Chicago, Milwaukee & St. Paul Railways—

Chicago to St. Paul.

And St. Paul & Pacific, and

Canada Pacific Railways—

St. Paul to Winnipeg and points in Manitoba and the

GREAT WHEAT LANDS

of the Northwest Territories and British Possessions, through which the route for the Canada Pacific Railway, opening up the rich prairie lands of the Northwest, has already been surveyed.

ROUTES TO MANITOBA—Continued.

By Ocean Steamer—

Liverpool to Quebec, Portland or Halifax.

By Grand Trunk Railway—

Quebec, Portland or Halifax to Point Edward.

By Way of the Great Lakes to Duluth.

STEAMERS SAIL REGULARLY FROM

Collingwood and Point Edward

Via Lakes Huron and Superior, to

DULUTH

The Junction with the

Northern Pacific Railway,

Thence from Duluth to Glyndon—

By the Northern Pacific and St. Paul & Pacific Railways, and to Crookston and Fisher's Landing, and St. Vincent or Pembina by the St. Vincent Extension Line.

Connecting with the Canada Pacific R'y—

(Running parallel with the Red River), for Emerson, Dufferin, West Lynne, Fort Garry, and Winnipeg.

DISTANCES.

| | | | | |
|-------------------------------|---|---|---|-----------|
| Duluth to Glyndon, | - | - | - | 243 miles |
| Duluth to Fisher's Landing, | - | - | - | 312 " |
| Fisher's Landing to Winnipeg, | - | - | - | 155 " |

SPECIAL EMIGRANT FARES are quoted by agents for the Ocean Steamer Lines in Great Britain or Europe, and by the Grand Trunk Railway, 21 Old Broad Street, London, E. C.

ONLY 15 DAYS
Liverpool to Winnipeg
PROVINCE OF MANITOBA.

***MANITOBA** offers the most easily accessible and the most promising and productive Lands of any Colonial Province in the world. Situated in a pure, healthy climate, under a free form of government, and within close proximity by direct rail communication to the great centres of the Continent, which afford ready markets for Live Stock, Grain, and other products.*

THE LAND IS PRAIRIE
NOT BUSH LAND,
 — IN —
MANITOBA
AND THE NORTHWEST TERRITORIES.

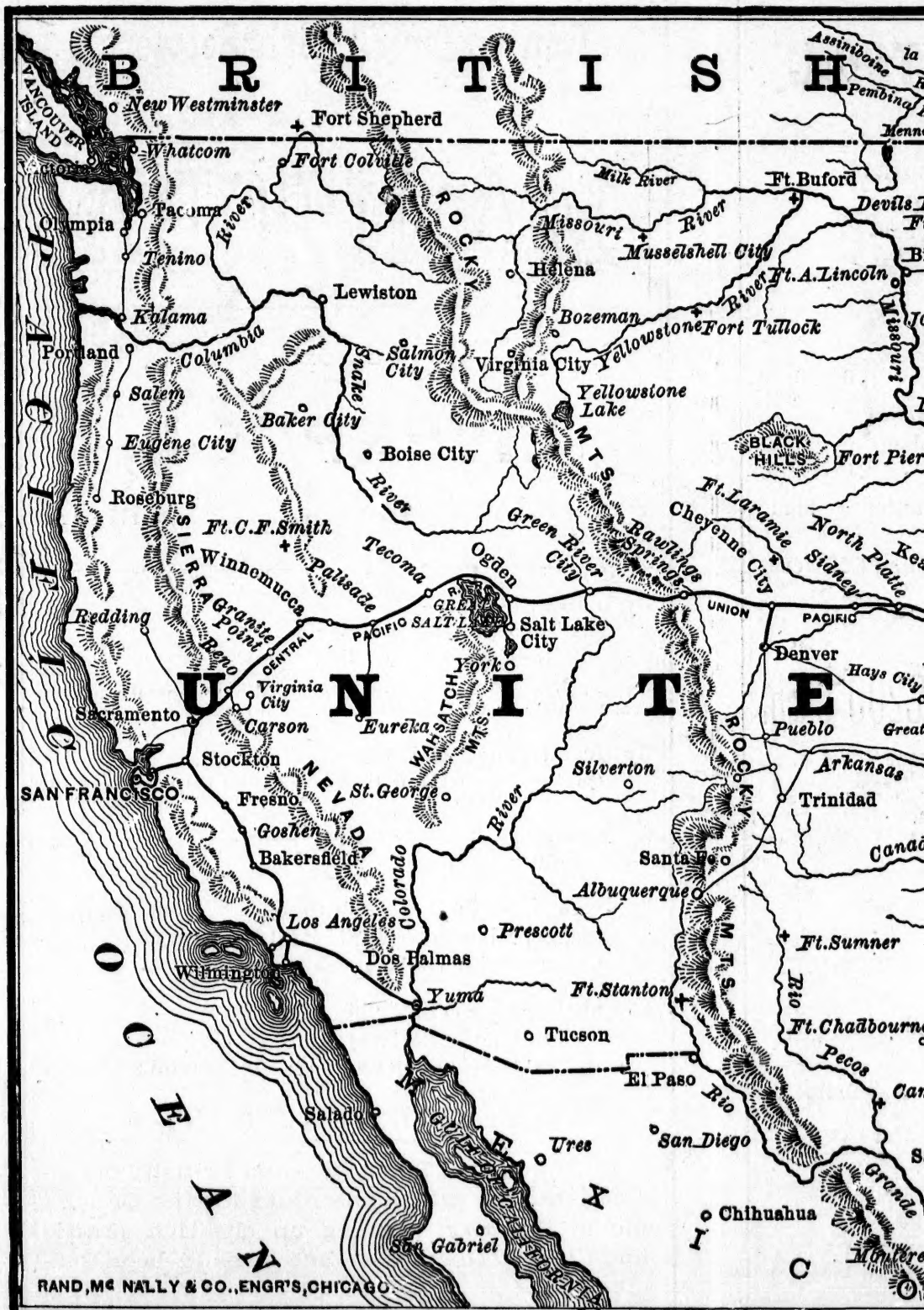
Total area of Lands fit for cultivation is estimated at 375,184,000 acres, of which 10,660,369 acres are already surveyed.

THE DOMINION HOMESTEAD LAW

Is one of the most liberal character. Every actual settler is entitled to enter one quarter section of 160 acres as a Homestead, for which a patent is given on proof of three years' residence and cultivation.

He may at the same time enter by **PRE-EMPTION** any adjacent quarter section, the patent for which will issue to him on payment of \$1.00 per acre, and when he has completed his Homestead duties he may enter a quarter section for forest tree cultivation and obtain a patent for it at the expiration of six years, on proof of having planted eight acres of trees for four years subsequent to year of entry. The ordinary Dominion Lands are open for sale at the rate of One Dollar per acre, payable in Cash, Scrip, or Military Bounty Warrants.







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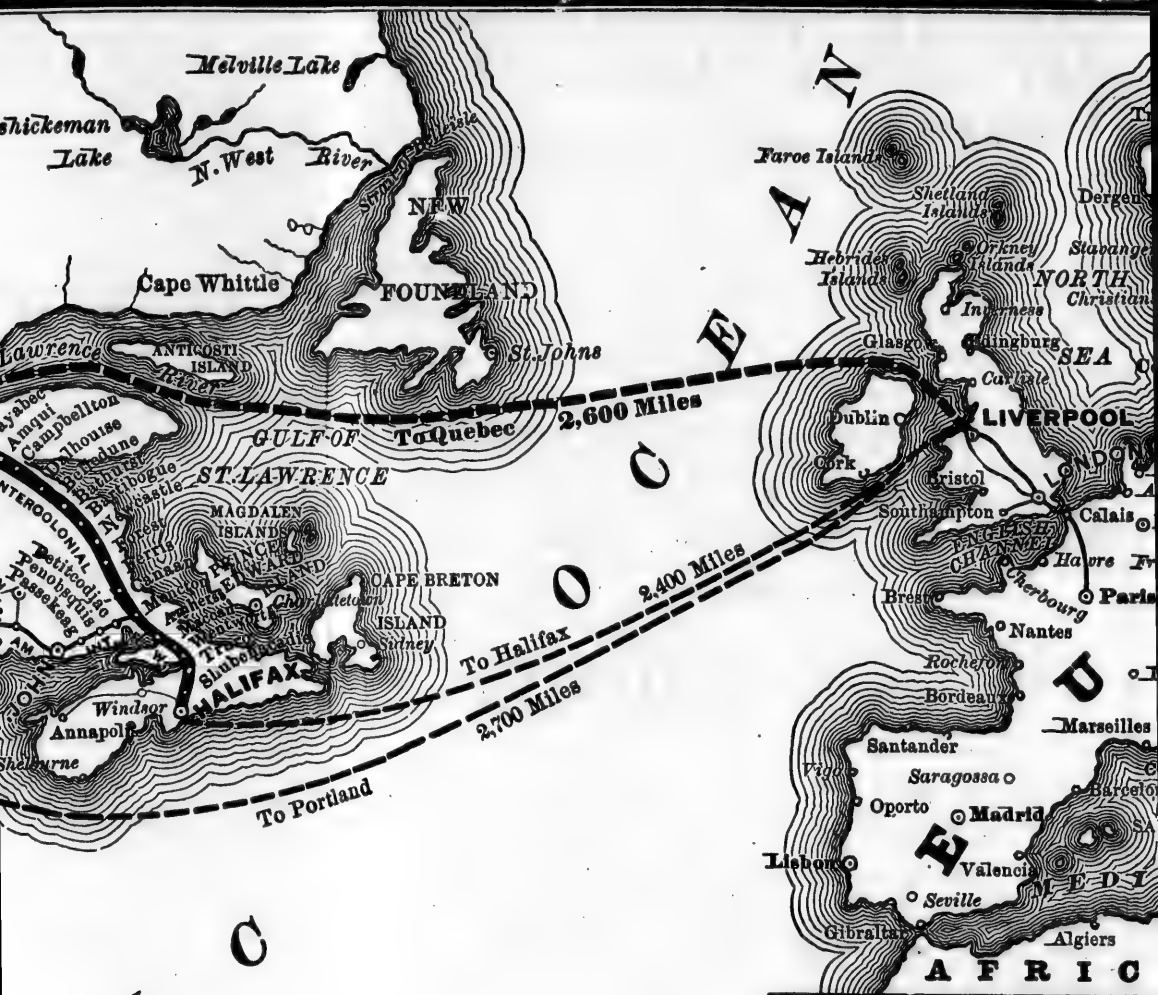
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— THE —
MOST DIRECT ROUTE
 — FROM —
LIVERPOOL to the GREAT NORTHWEST,
 VIA **QUEBEC** AND THE
GREAT TRUNK RAILWAY
 AND CONNECTIONS.

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GRAND TRUNK R'Y OF CANADA.

Trans-Continental Route.
Over 1300 Miles under one management

— TO —
MANITOBA
— AND THE —
Northwest Territories.

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JOSEPH HICKSON,
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THE WEST AND NORTH-WEST.

NOTES OF A HOLIDAY TRIP.

23rd September, 1879.

The writer of these letters availed himself of the opportunity of joining some friends in a holiday visit to that land of Canadian promise which Lord Beaconsfield's recent speech has drawn so much attention to, and has thus aroused the severe criticism of our American neighbours, viz., "Manitoba and the great North-West of Canada."

It may not be uninteresting to your readers to have the observations of one who will speak of matters and things as he finds them, free from party bias, as I trust I shall be able to do, I have the more confidence in putting down my notes by the way, as our fellow-townsmen, Mr. White, has made the observations of his trip through the Manitoba district so interesting to the readers of the *Gazette*.

Our party, consisting of five persons, left Montreal on Wednesday night last, *via* Grand Trunk, and arrived at Chicago on Friday at noon. We found our journey very pleasant. What with good company, the comfort of the Pullman cars, which are kept in such perfect order, and the smoothness and perfect condition of the Grand Trunk Railway, we scarcely realized that we had travelled one thousand miles when we reached the commercial capital of the West.

We put up at the Grand Pacific Hotel, built under the supervision of the same architect who built our Montreal Windsor. The Pacific is almost as large as the latter and equally well kept, and is the hotel that in Chicago is chiefly patronized by Canadians. From my experience I can recommend those quarters and the attention of Mr. Drake, the proprietor, to travellers from our city. The State Exhibition was being held in that city. The show was a very large one, and comprised almost everything that could be imagined or thought of. Hundreds of people were employed working the various machines within the building, and turning out work as if they were seated in their ordinary shops. The fair is expected to last in all six weeks, and this has been going on ever since it opened, and will probably do so till its close. Several of the

operators of these machines informed me that, while the personal observations of visitors leads the latter to make purchases from seeing the utility of the machines at work, the press of visitors does not materially affect the progress of their work.

It would be needless to attempt to enumerate the various objects of utility and interest which were exhibited. It would take weeks to do justice to the inspection of them, and any attempt on my part to describe them would be a failure. Suffice it to say that the exhibition is a magnificent success, and creditable even to one of the busiest and most astonishing cities of America.

The trade of Chicago is rapidly increasing in volume. Every one I met spoke of it in the most hopeful terms, and the improvements which I saw since my last visit, some three years since, are very great. During the few hours we spent there the rooms of the Board of Trade were the scene of one of those periodical displays which beggar description. Wheat, the great feature in a western market, went up six cents a bushel on that day, and the following day four cents more, and fortunes were made and, perhaps, lost in a few hours. Very large quantities changed hands, and the excitement was immense. Just imagine a room three times as large as the Mechanics' Hall of your city with about a thousand people in it, each one of whom was trying to buy or sell wheat, and all crying out at the top of their voices the prices they would take or give—it seemed to me like the effect of the whistle of a hundred locomotives, with a dozen of Gilmour's band thrown in, together with a manageric or two during feeding time, the whole heightened by the whispers of Niagara heard in the immediate vicinity. Even this gives you but a faint description of the babel in the Corn Exchange on Friday last.

As I have already said, the business of this city is said to be, and doubtless is, growing fast, but while it must increase, with the rapidly increasing growth of the West, there are those who believe that it will not increase in the future, in the same ratio, as it has done in the past. It has heretofore had a monopoly of the trade of the West. St. Louis, one of its principal competitors, towards which city the Mississippi naturally draws the products of the country which it waters, has not been able to keep pace with Chicago; the latter city having forced her railroads in to the West and North-West country and across the great river, and thus tapped the fertile fields of the further West, and drawn over these railroads what would otherwise naturally have gone down the river to St. Louis.

Chicago, in her turn, will be somewhat affected by the same enterprise which other Western cities are developing, and she will not have in the future that exclusive monopoly of trade which she has hitherto controlled. The City of Milwaukee, and also the cities of St. Paul and Minneapolis are bidding largely for that trade, and already the commerce of the former with the North-West is very large. Situated on the Borders of the lake, she has facilities quite equal, if not greater, and with a shorter carriage distance than those of Chicago, the latter may well feel the jealousy that I have often heard expressed while here against the younger city. Notwithstanding these suggestions it will be no easy task for the younger cities, even with advantages in distance, to

interfere materially with the trade of the older one. The immense wealth entered there, the possession of the trade, the great growth of her manufacturing industries, supplying as she does the markets of the west from Texas to Manitoba with the products of the latter, will always give her an advantage which will not be possessed for years by her more youthful and less wealthy rivals.

Then St. Paul and Minneapolis are, I am told, making wonderful strides in the extension of their railways west, and northward—by the Northern Pacific and its extensions, but still more by that which the *London Times* described as “the obscure Canadian Railway.” The St. Paul, Minneapolis and Manitoba road, has already an actual running distance of over 600 miles, and 100 more under construction and nearly completed, and will before two years by its extension west, intended as feeders to the main road have over 1,000 miles under the same control. These all develop from St. Paul as a centre, and while the twin cities above referred to have the Market of Chicago and Milwaukee, and their ports as an outlet for their produce, they have another outlet for Canadian or Foreign markets by way of Duluth, the Lakes and the St. Lawrence. St. Paul is, however, not satisfied with this. She still wants another means of access to the World, and one which taking Montreal as the objective point, will shorten the distance to the place of foreign shipment by over 400 miles. Her people are now taking active steps to inaugurate its construction...I mean the line from St. Paul to Sault Ste. Marie, the dividing point between Michigan and Canada. This would give a distance to construct of 400 miles, and when the branch of the Canada Pacific, now under contract and construction by Messrs. Worthington and McIntyre, reaches the vicinity of Lake Nipissing—their terminal point—it will leave but 240 miles to construct from thence to the Sault Ste. Marie and given a complete connection from St. Paul to Montreal or any other Atlantic port 400 miles shorter than by Chicago or any other route. St. Paul will thus command the carrying trade of these fertile Prairies of Dacotah and other Western Territories, as well as that which she now possesses. The future of this city and her sister city of Minneapolis is bright, indeed, if the railway projects they have in view are carried out.

In this project we Canadians should feel a deep interest. We are building a railway, at a great outlay of capital, to connect the West with the East and to make our seaports of Montreal, Quebec, Halifax, and St. John the seaports for the produce of that great western country of our own, which we desire to open; and surely, it is the interest of our statesmen, as it is their duty, to endeavour to supplement the stream of trade which should flow over it, in every way in their power. Our own Pacific road will take the traffic of Manitoba and the nearer portions of the North-West, and will always retain that trade; but, as the American railways through Dacotah and Minnesota are coming up and extending into our farther North-West, they will draw off a certain portion of that traffic to the markets of Chicago, Milwaukee, New York, and Boston, and as to these will compete for its shipment with the port of Montreal. This competition the construction of the Sault Ste. Marie connection will avert. Let any one look at the map and he will see that it is almost a direct air line by the Sault from St. Paul's to Montreal, and its construc-

tion, without at all interfering with the trade of our own road in Canada, would largely augment the volume of traffic where it joined the Canadian system at the Sault. But more of this in future. What I have stated are the conclusions at which I have arrived from the information which I gained on the train and in Chicago.

I had the pleasure of meeting several of the leading merchants of the latter city, and they described the business as in a most prosperous condition. In the dry goods trade the great trouble with them was to obtain the goods from the manufacturers as fast as they were required, and the space in their establishments, used in ordinary times for packing purposes, was entirely too limited for the present state of the trade. The same complaint was made in reference to the wholesale grocery business. They also informed me that their trade was all carried on for cash or on a credit of 30 or 60 days. In this there is ground for serious reflection for our Canadian merchants, who, with their large stocks of goods on hand, are unable to do business in a similar manner. They give six months, and often have to renew for three more, and, as a necessary consequence, have themselves to get excessive banking accommodation to carry on their business, whilst the Chicago merchant prosecutes his without any such aid. The adoption of the Chicago system would keep many men out of business who have no right to be in it, and who interfere seriously with the honest dealer who trades within his means. Were this policy adopted by our wholesale merchants there would be less necessity for a Bankrupt Law, either for themselves or their customers.

We left Chicago at 9 p. m. on Friday, and arrived at St. Paul at noon next day. The route which we came by was that known as the Milwaukee and St. Paul, of which that enterprising merchant and banker of Milwaukee, the Hon. Alexander Mitchell, is President.

I cannot say anything of the appearance of the country for the first eight hours, as night supervened; but, from daylight, I had a good opportunity of judging of the character of the country through which the railroad passed, and it certainly is not one to attract the attention of settlers, otherwise than to get out of it as fast as possible. Until we reached a town called Sparta, at about 8 a. m., I did not see a single farm that would have offered any great attraction to one of our Canadian farmers; nor did I see any traffic on the highways which were in sight. It may be that from the conformation of the country—like that of our own Intercolonial—the road passes through the least desirable lands of the State, and I am told that that is the fact. I have, therefore, little else to remark about it, except the peculiarity of its formation. A great portion of it was sand interspersed with morass, and, here and there, scattered like the Thousand Islands in the St. Lawrence, were mounds and peaks of rocks, ranging from 30 to 200 feet in height. These extended for miles in length on both sides of the line of road, presenting, in many instances, abrupt rocky faces, without any verdure, and nearly perpendicular. Such a landscape was apt to induce reflection as to the means by which this peculiar formation was brought about, and the probability that the valley through which we were passing, miles in width, might, at one time, have been the bed of a mighty river. There was nothing very inviting at Sparta—not even the breakfast. The chief attraction of this place is a mineral spring, which gives it some noto-

NOTES OF A HOLIDAY TRIP.

riety; but, so far as could be seen, it is not desirable as an agricultural region. Shortly after passing that point, however, the country began to improve; I saw that the farms increased in size; and, by the time we reached Winona, the country was vastly better, yet I saw nothing adapted for wheat growing. The crop was almost entirely Indian corn, with but few vegetable or root crops; and this remark also applies to the country up to within 35 miles of St. Paul. At Red Wing, the next stopping place, however, which is a great milling depot, I discovered signs of that agricultural wealth for which Minnesota is so celebrated, and while the train stopped I saw strings of teams loaded with bags of grain, which were said to be chiefly filled with corn or rye, and sometimes wheat. The same scene was again presented at the next two stopping places, viz., Red Wing and Lake City, at each of which I counted, waiting at the elevator for their turn to unload, or coming in on the country roads, from thirty to forty double teams with loaded waggons. I was told that this sight was of daily occurrence during the season. How many would make up the probable average during the day I could not learn, but the quantity must be very considerable. At several of the smaller places I saw elevators for the receipt of grain, and occasionally witnessed the arrival of the farmers with their loads. From Sparta the character of the country changed, and I there got sight of those immense heights of land, which, as they near the Great River, develop into what are called the Bluffs of the Mississippi; the land suddenly rises to a great height, from 80 to 150 feet, more or less abrupt; and the top consists, I was informed, of extended and fertile plains, capable of cultivation, while along the face of the Bluffs, here and there, at irregular distances, immense projections of rock crop out in all sorts of fantastic shapes. One of these which appears like a bird with extended wings, and a red color, is said to have given the name to Red Wing City in its vicinity. We first got sight of the Father of Waters at La Crosse, an enterprising and busy city with a population of about fourteen thousand. I must confess to a feeling of disappointment at its size and appearance, until I reflected that I was viewing it at a distance of nearly 2,000 miles from its mouth. The water was very low, the sand bars were bare, and the volume of water shrunk under the drying heats of summer to within very narrow limits, compared to those of the spring, and later on of the fall. We saw but one of the floating Mississippi River palaces, which we heard so much of in former years and which did the business of this part of the country; and she was lying aground across the stream, while a gang of men seemed to be at work with sampson posts at her bow attempting to lift her off the bar. With this exception and a half-dozen tugs and a few rafts of logs, which looked to me, from the appearance of the bark, as if they had been laid up waiting for a rise either in the water or the market, I saw no traffic on this mighty river. Its influence as a promoter of civilization and commerce, which was so important in the past, is gone, never to return, and the steel rail and the locomotive have taken its place. So far as I could judge from a casual visit and a bird's-eye view as we passed along, there is not one-tenth part of the traffic upon the river here that there is on our own Ottawa; but when we speak of the railroad traffic the picture is fearfully reversed against us. When I got within about 25

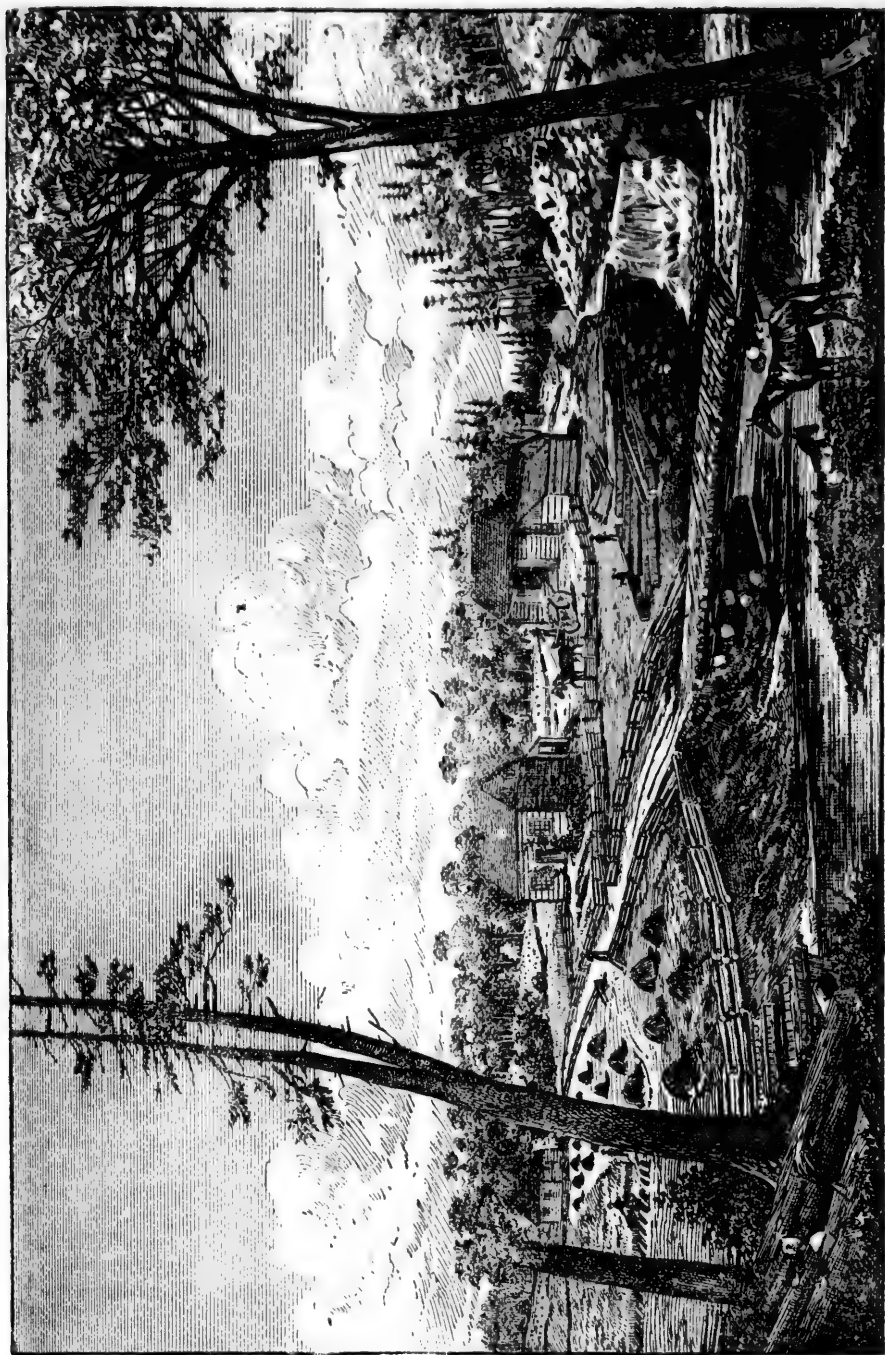
miles of St. Paul's I had the first sight of a prairie that I had seen since I had left. Twice in the vicinity of Chicago I saw, before approaching that city, some low, swampy ground covered with coarse grass, and, in some places, partially cultivated, which might be spoken of as an apology for a prairie; but as I neared St. Paul we had a beautiful sight, miles in extent! of a level and fertile plain, stretching as far as the eye could reach, and covered with a most luxuriant growth of corn. The season was rather too late to see the wheat and rye, but doubtless had I seen it, it would have equally impressed me, as did the corn crop. The character of the soil appeared to be entirely changed, from a light, thin, sandy soil, as described above, to a rich, black, sandy loam the very sight of which would inspire the idea of abundant crops. This landscape, in greater or less extent, continued till we reached St. Paul, the capital of the State, one of the busiest and most enterprising cities of its size that I have seen since I left Montreal. It is beautifully located on the east bank of the Mississippi, and stretches from along the flats of the river, up to and along the heights. From the elevated plateau of the Mississippi banks the view is magnificent. The river can be seen for a very considerable distance both up and down its course. Navigation terminates here—indeed, at seasons of low water, as at present, the large steamers cannot approach within five or six miles of it, and the freight, to reach its destination here, has to be transferred to smaller boats. This, however, is not of much consequence to the prosperity of the place, as the railway facilities abundantly supply the wants of commerce, and they are not small. The population of the city is about 50,000 souls. The private residences are numerous and magnificent, while the shops and warehouses, in many instances, surpass in size, equipment and elegance, anything I have seen in Canada. I have been told, on good authority, that there are houses here, both in dry goods and groceries, whose sales are over three millions of dollars per annum, and that one drug house sold last year over a million of dollars worth. Two of the most extensive and enterprising merchants in the grocery business in the city are Canadians, "and it is greatly to their credit." The business of the city is rapidly increasing every year, and its importance as a railway centre will be estimated by the fact that it is the centre of eight distinct lines, or systems of railways, radiating in all directions, more than one of them being over 2,000 miles in length. I will now close, and, should I find that you think this worth inserting, may send you another letter or two when I get as far as Manitoba, and learn something by my own personal observation of that country.

P. M.

SECOND LETTER.


30th September, 1879.

On the day on which I despatched my last letter I availed myself of one of the half-hourly trains which left for Minneapolis to visit that city, which is very much celebrated for its manufactures, especially for its superior flouring mills, the products of which are so well known in our city as Pillsbury's and Washburn's "excelsior," "choice" and best brands. It is claimed that the largest mills of the kind in America are there, and that they manufacture the finest flour, it being entirely made from northern flint wheat, which in Chicago market brings four to five cents more than the wheat grown in the more southerly regions. The city owes the fact of its being a great manufacturing centre mainly to the Falls of St. Anthony, over which the Mississippi rolled uninterrupted by any obstructions up to less than a quarter of a century ago, and doubtless then presented a grand and picturesque appearance. These Falls have receded more than one mile towards the source of the river, within the memory of men now living. The soft sandstone rock which formed the bed of the river has in many places little more consistency than a hard pressed yellowish white sand, and by the abrasure of the water, it has gradually but rapidly worn away. This point was seized upon by the practical and enterprising American mind as the location of a city and a great manufacturing centre. A company was formed to dam the river, which was done from side to side, and sluices and waterways, as on the Ottawa at the Chaudiere, were erected on either side. Saw mills, flouring mills, cotton and woollen mills, and various kinds of manufacturies were built, and the power to drive them was derived from these sluiceways, and so much has this power been utilized that it has left the apron or face of the dam, which fills the river bed, and over which the Mississippi is supposed to flow, almost entirely dry—in a word, at this point there is no Mississippi left. What was the Mississippi has ceased to exist, and in its place are numerous flumes and sluiceways, from three to ten feet wide, and of various depths from two to six feet, which have drawn the water off from what, above the Falls, is still the Mississippi. Without such facilities there would probably never have been a city here, and these are the cause of its great prosperity, wealth and rapidly increasing population. The friable nature of the rock which causes the annual receding of the Falls is a source of great anxiety to the citizens, and not many years since, on the occasion of a great flood, which swept away a large portion of the dam, it was discovered that, although the top of the Fall was protected from abrasion, the back current at the bottom of the bed, or at the ordinary water beach, had worn away the surface of the rock. This was the cause of the wash-out of the dam, and the parties



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interested were compelled to resort to artificial means to protect it. They cemented the face of the rock by means of a tunnel from the bed of the river upwards, and hope thus to arrest the progress of the abrasion and decay which has been going on for centuries. Thus far it seems to be satisfactory. You will bear in mind that I am describing the Mississippi as I saw it—in what I am told has been an exceptionally dry year, and at the driest season of that year but it, no doubt, presents a very different appearance in spring and fall. Comparing this point with what corresponds to it on our own Ottawa, at the Chaudiere Falls, I should be within the mark in estimating the power of the Chaudiere as ten times greater than that so-called Falls of St. Anthony on the great Father of Waters. But we do not use our natural resources to the same extent, nor in the varied manufactures they have at Minneapolis. In the lumber mills, our Ottawa manufacturers are, however, ahead of those of the city I am describing, both in extent and equipment, and the Chaudiere people will learn little by coming to this place to get schooling in their trade. There is not a mill in the whole place which can compare with Perley & Pattee's, E. B. Eddy's, Bronson's, or several others, either in capacity, arrangement, extent, system or cleanliness. Nor can they begin to rival them in space and facility for piling lumber. One thing especially struck me, that they keep here very much less stock of manufactured lumber than at Ottawa, and necessarily have less interest to pay, or require less capital to prosecute their business. They dispose of the wood in a green state, ship it off largely from the dams, and leave it to the dealers to do the seasoning and carrying over of stocks. In this particular it strikes me that our Ottawa friends might make money by following their example. The logs that I saw in process of manufacture, as I passed through the mills, were all pine, and on the Ottawa River would have been considered very inferior; indeed, fully one-third of those I saw on the mill beds were nothing more than knotty tops, which would be rejected by our Ottawa lumbermen, and left in the woods. Indeed, at the value in our markets, they would not have brought the price of hauling, but here they are utilized. We thus waste an immense quantity of lumber—the reason, I suppose, is that our wood is mainly manufactured for a foreign market, either in Europe or the States, and only the better qualities will bear transportation while here the rapid settling up of the prairie lands of the West call for the inferior kinds, which are used in immense quantities for local building as well as for fencing. For the latter use immense quantities of this inferior stuff is required, and hence the lumberer takes everything off his limits, and wastes nothing, while in Canada, at least one-fourth of our forest wood is wasted in the process of manufacture. This home market is a vital element in the prosperity of the lumber interests of this region. Of the city itself I may say that it is situated, as Ottawa is, in a basin, with elevated ground all round it, and within the ranges of elevated ground it is almost a dead level. The streets are broad and laid out at right angles. The private residences are very fine and quite equal to those in the older city of St. Paul, while the business streets and splendid stores and warehouses exhibit an unusual degree of activity. It is supposed to contain upwards of 50,000 of a population, and in this it boasts of being ahead of St. Paul. For years there has been a good deal of

rivalry between these two cities. The population of Minneapolis is made up of three-fourths from Maine and the Provinces of Quebec, New Brunswick and Nova Scotia, and present many of the marked characteristics of Eastern men, who have been drawn from the milling and lumbering districts of those localities. Many of the leading men of both St. Paul and Minneapolis are Province men. Efforts have been repeatedly made to unite the cities. There is now only a gap of about four miles between the environs of each, and ere long we shall doubtless see a united city, with an importance and population only second to Chicago in this western country. Two rival railways now connect the extreme ends of each with the other, a distance of about nine miles, and trains leave each city every half hour for the other. Over sixty distinct trains now pass each way every day in and out of St. Paul, and yet the demand is not satisfied. A new trade has sprung up within the present month in cattle from the prairies of Texas and Kansas, and I saw several trains of cattle from those distant regions and others in the yards waiting for shipment. Doubtless, it will strike the readers of this, as it struck myself, as strange that cattle from Texas and Kansas should take this round-about way of getting to the seaboard markets, in place of taking the lines direct from Omaha to Chicago. Yet it is a fact that they are doing it, and in place of shipping them direct, and allowing them to deteriorate and lose flesh in the cars, especially during the hot summer weather, the owners start them in immense droves, and follow up through the vacant prairie country of Kansas, Nebraska and Dacotah, in easy stages, the cattle travelling but a few miles each day, and pasturing on the rich prairie as they go. When they get to Dacotah, and are fat enough to put into the market, they are driven to one of the lines of railway, probably near Breckenridge, and shipped on the cars for their destination through St. Paul or Minneapolis. It is asserted that they thus get their cattle to market in a much improved condition, in place of being deteriorated by the voyage. There is no calculating the extent to which this trade may grow, and if there was a connection *via* the Sault Ste. Marie, and our Canadian Pacific were extended there, the traffic in cattle alone over it to the seaboard would be immense.

The herds shipped since I came here amounted to 1,600 in numbers, and it is estimated that the district of "Montana" alone will ship next season over 20,000 head of cattle by this route.

Before leaving Minneapolis let me say that the new flouring mills, now nearly complete, of the Messrs. Washburns are said to be the largest and most extensive in the world—certainly in America—and it is expected that that firm will turn out daily, when the mills are completed, 1,800 barrels, or about 600,000 barrels per year. These mills, which comprise three buildings in close proximity to each other, are rebuilt on the site of those which were destroyed—an accident by which seventeen lives were lost eighteen months ago. This was due to the explosion of flour dust in one of the mills which communicated the fire to the others; and strange as it may seem, in three distinct explosions, at intervals of about two minutes each, these immense structures of stone, three and four stories high, were levelled with the ground, and left a mass of ruins. It seems stranger that such destruction of life and property should result from what seems such an insignificant and harmless substance. Yet the

closest and most scientific investigation on the spot could lead to no other conclusion than that the flour dust had caused the explosions.

About midway between these two cities is Fort Snelling, an imposing structure situated on a high bluff, about as high as the Ottawa Bluff on which our Parliament Building stands, and at the mouth of the Minnesota River. It was originally built, over sixty years ago, to protect the settlers against the attacks of the Indian tribes, and to command the passage of both rivers against the incursions of the savages of that day, whose chief means of access was by the rivers in canoes. A company of U. S. soldiers are maintained there even now, though one can scarcely see the necessity for them, or for the maintenance of the fort itself.

The feeling of the people here, so far as I can judge, is most friendly to Canadians, and while they are anxious to settle up their own waste, or vacant lands, they also desire to see our Northern Canada country settled, as they say that the inhabitants are now, and have been in the past, their best customers. They constantly sell large quantities of goods to them, and in conversation with merchants here I learned that they have suffered great loss of business by our new tariff policy. I may here say that the prices of clothing, boots and shoes, priced at the shops, seem to be as low as that of similar goods at Montreal. The intercourse between these cities and Winnipeg is of daily occurrence, and during the two days I have been here arrivals from the latter place have been of frequent occurrence. The hotels of the city are very good, and well kept; the tables abundantly supplied with fish and game of all kinds. The Merchants' Hotel, at which our party put up, have had Lake Superior white fish and Lake trout on the table every day, and I have never tasted anything more delicate or finer—much superior to what we get in Montreal. The distance from Lake Superior, by rail, is only about 150 miles, and daily supplies of these delicious fish are put into the market of this city; but the fish supply is outrivalled by the game. The country all through northern Minnesota abounds in lakes and lakelets, from an eighth of a mile to ten and twelve miles in length, and there are said to be ten thousand of them in the State; a large proportion abounding with fish and their shores with game. Those who have travelled through it tell me it is a perfect paradise for sportsmen, and, indeed, large parties of gentlemen from other States, as well as from Europe and the Provinces, visit this section annually in pursuit of game and sport, and the health consequent upon such pursuits. The first evening I arrived one of these sportsmen came into the hotel in the evening, followed by two men, carrying strings of birds, consisting mainly of ducks, but with a few prairie pheasants, chickens and partridges, and some woodcock; but the great weight of the game—of which there must have been over 250 birds—were of the Mallard duck, with a few redheads and canvass-backs, and here and there, sprinkled through the string, a greenwing or a few-wing teal or diver. These, I was informed, were the result of one day's shooting from one gun. The birds are easily reached by those who are experienced in shooting them, and so abundant that you can get a brace of splendid Mallards, in prime condition, for 30c., or a dozen brace for \$2.50.

On Tuesday I was invited by Messrs. Stephen, Hill & Co. to accompany them on a trip up a branch of their line, which they are building, and which when completed will be 221 miles in length. We proceeded the same evening, and reached, the next morning about 2 a.m., the as yet unbuilt station of Pomme de Terre, called after the river of that name, which the Railroad crosses at that point, at a distance of 196 miles from St. Paul. This line passes up the easterly side of the Mississippi to St. Cloud, where it crosses that river, which looks much more imposing at that point than at St. Paul. The country after we got about thirty miles above Minneapolis, which city we passed on our journey, though on the other side of the river, was not what I could call a wheat-growing country, in the sense in which such a term is used in the West, though large quantities of wheat are grown there. The land is comparatively light and sandy, and in Canada we should consider it scarcely desirable as a farming region; but there is something in the composition of the soil of the Mississippi which does not seem to exist in the same soil in Canada, and abundant crops of corn are grown on lands which, with a similar appearance, we should not in Canada expect a crop at all. I saw amongst the numerous corn-fields, which we bowled past in our car, one immense field, which I was informed contained 800 acres, all in corn, and of very luxuriant growth, and yet the soil was of the character above described. We crossed the river at St. Cloud, and I found on the west-erly side that the lands were of a very different character, and assumed a heavier and stronger aspect appearing to be of rich loam. This is the commencement of the wheat-growing region of "Minnesota." The line which we travelled is to the eastward of the main line of St. Paul, Minneapolis, and Manitoba Railway which is now the route to the latter place, and though a branch of the latter, it is proposed that it shall, when completed, be the main line between St. Paul and Winnipeg. It is 30 miles shorter than the present line which will take the place of the former as a branch or feeder. The road is completed and thoroughly ballasted as far as Alexandria, about 30 miles from the end of our journey, and it is laid with steel to St. Cloud; the rest of the line being in process of ballasting. One hundred miles of this road was let in the month of June last, and on the first week of July the contractor, Mr. Sheppherd, informed me that the plans and profiles were placed in his hands, and his contract is to have it completed by the 1st December next. He said—and I believe—it will be done by that time. It may be thought that it is simply throwing up the ditches, and laying the sleepers and rails. This is not so, however. It is true, there is no rock cutting to do, for there is no rock in the country, so far as I could see, with rare exceptions, and it is also true, that the materials are peculiarly susceptible of easy handling; but for twenty miles still uncompleted, over three of which I walked, the country is peculiarly picturesque, with rolling hills, covered with oak timber of a small size, while the valleys run in all directions. The contractor informed me that they had not been able to get a line that would not involve several pretty large cuttings. One I saw about half-a-mile in length, and several others many hundreds of feet in length, one of them about sixty feet high. Several small lakelets had to be filled, and in some cases piled. Some of these piles I saw driven, and they were over fifty feet long, and had all

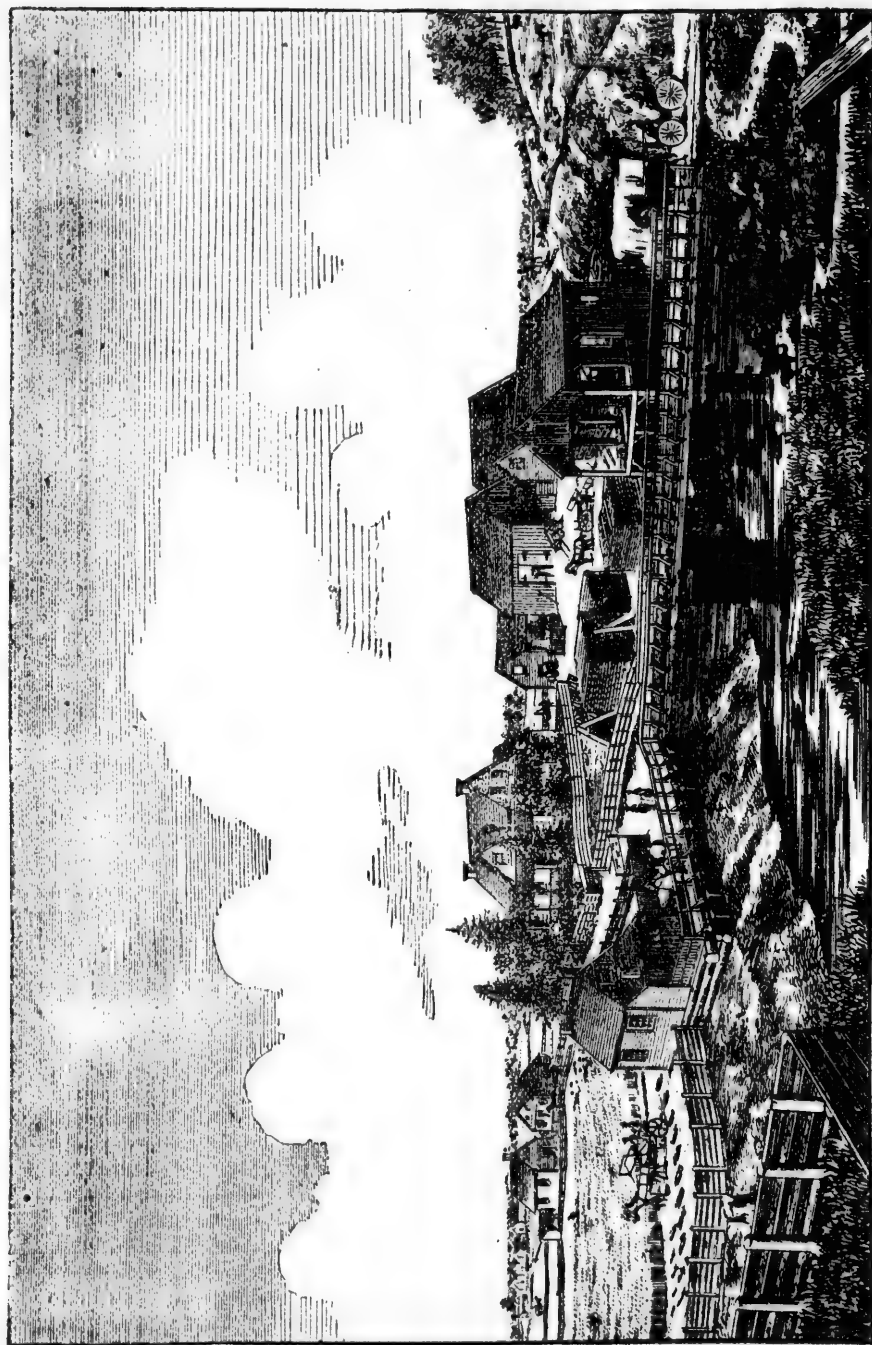
to be carried to the work, a distance of 160 miles, and yet he speaks with confidence of completing it by the first of December. I walked with the party over three miles of construction of the character I have described. Why is it that our railway system in Canada is not pushed on in the same way? At the time in which the above works were let in June last, one hundred miles of road from Winnipeg was let to be constructed early next summer, and up to this time, with all the best of the season gone, the work has not been practically commenced till within a few days—if it is practically commenced even now. When asked the reason, one gentleman from Winnipeg, who had just arrived from thence and who gave me my information, said that the engineers had not fixed upon the exact location where the line was to run. But more of this hereafter.

When we awoke on the morning of our arrival at Pomme de Terre River, I found we were alongside a car of the Kansas Pacific Railroad, occupied by a party of gentlemen from Kansas, composed of army officers and others, who were out for sport. I perceived several hundred birds slung under the car on the longitudinal bars. Those birds were drawn and prepared for transportation, and it was hoped to be able to preserve and take them home as trophies of their success as sportsmen. These gentlemen said they had not had much sport, as they were rather early for ducks, the weather being too warm and fine for good shooting, and too late for the prairie chickens. I will not attempt to describe the actual trip over the line by daylight in detail. That is unnecessary, as the whole country presents one of two pictures—either the level prairie stretching as far as the eye can reach, apparently a dead level, or else the broken or rolling prairie, on the sides of which the braes, as they would be called in Scotland, are covered to their tops, with a small-sized growth of oak. I saw no large timber on the route. The upper end of this line, for about thirty miles, is largely of this character, and it is not the least desirable for settlement, much less is it the least charming and attractive portion of the country. These hills or mounds, for most of them are only of the latter character, are composed of a rich black loam or mould clear to the top; and the residences of the settlers, who are chiefly Norwegian small holders, are generally placed in a picturesque position on the side of the elevation with a southerly aspect. We did not see on the upper portion of the road a great number of houses in proportion to the extent of territory; but I presume that, in the broken country, the railroad was not located so much with a view to find the line which would suit the settlers, as to find that which would be easiest to build. I may add that in the vicinity of, and interspersed throughout these broken sections, were large tracts of prairie land, and I should judge that such portions were the most desirable for a person who wished to settle in the country—as it is more sheltered—with fuel handy, and a better location for health and water. As to the water, I had always understood that it was one of the great drawbacks of the prairie country, but yesterday, I tasted the water from several of the streams, and I found it in the broken country very good, while it is not palatable in the more level country. I am told that in the pools where there is no stream as an outlet, and the decay vegetable matter drains into them, it is brackish and not either pleasant or healthy, and I should think that very probable, although I did not happen to strike any such water. With regard to


the prairie sections, they present a great expanse; in some places like a vast ocean, with only here and there a house, or in a great majority of cases a hut or hovel for cattle—with stacks of corn and hay, occasionally a fence—the latter a matter of rare occurrence. The soil is a magnificent loam, as black as a black silk hat, and in other cases of the colour of burnt umber, and capable of being cropped with wheat, year after year, without manure. The crops, save the corn, some potatoes, and a few turnips, were housed, or rather taken off the ground before my arrival. I had not an opportunity of seeing what they were like, but they seemed to have been luxuriant from the appearance of the stubble, and I was informed that upwards of one million bushels of wheat will be taken out by the railway from that section this season. I was rather surprised at not seeing larger herds of cattle and greater numbers of herds. One can only conjecture why this was so, in a country where grass grows spontaneously, and I presume that hitherto corn and wheat have paid better and required less outlay of capital and care. The threshing mills were going in several of the fields as we passed, where the grain had been stacked, but this, too, was of rare occurrence, as in this western country they generally thresh from the cutter. On almost every farm we saw immense heaps of straw allowed to lie and rot—or eventually be burned—just as it came from the thresher. The ploughs in general use are, however, worthy of a more lengthy description, and their use is an evidence of the facility with which American invention combines business with comfort. The sulky plough the only one I saw in use, to which I refer, is mounted on wheels, with a seat very much like a reaper. The driver sits on the seat and guides both horses and plough, the latter with a lever, and when he has a plough that turns two furrows at a time, he drives three horses abreast. When only one furrow is turned, two horses. The driver, and he may be an active lad of fifteen who can manage horses, guides the plow with the greatest ease, and will do nearly twice the work that can be done with an ordinary plough. I saw no ploughs other than these at work in the whole day's journey. The reaper and self-binder is now in almost universal use in this western country—a machine which not only cuts the grain, but binds it into sheaves; the material used for binding being thin wire. In describing the operation to me as he saw it on one of the large farms in the northern part of this State, a prominent gentleman of this city, Colonel ———, said that when he lately visited one of the mammoth farms, he saw thirty-six of these reapers and binders in a string, one after the other, going round the eight thousand acre farm, each machine cutting and binding and throwing off the bound sheaves with great accuracy, leaving the latter in a straight row upon the ground. I asked if they did the work clean, he said, "Yes, as clean as that floor, and while I was there "one of the teams ran away, and took right through the wheat and three "or four sheaves all the time in the air, just like the balls that a juggler "tosses keeping three or four going all the time." I smiled at the simile, and I suppose appeared to doubt the accuracy of the information, for he added, "If any one doubts the "accuracy of this statement you can give me as the authority "and if you come back next season, when the crop is fit to cut, I have a "small farm myself of 2,500 acres under crop, and, in addition to show-

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"ing you some of the finest horse and cattle stock in the State, I will
"start one of the teams to a self-binder, and make them run, and you
"will be able to confirm by personal observation the correctness of my
"statement." I learned that my friend the Colonel had one of the best
breeding farms in the State, and I give your readers the information as I
got it, although it may cause a laugh at my expense. While on the
subject of the self-binders, I may state that a serious difficulty resulted
from the use of wire as a binder, as in process of threshing the wire
would get broken, and small pieces find their way into the mills among
the wheat. This caused for a while great distraction to the webs of the
bolts, but the inventive American mind got over that difficulty by insert-
ing a bar to which is attached a double set of magnets, and which is
placed where the wheat has to drop over it, and these magnets, while
letting the wheat drop through, attract the wire and thus remove it.
A miller kindly took out a bar of magnets and exhibited it to me, with
about 80 or 90 pieces of wire from a quarter to three inches in length
sticking to it. This season they have tried hemp strings for binding,
but as yet no one seemed to be quite satisfied of their success. I have
already stated that I saw but few houses, and scarcely any barns along
the upper hundred miles of the journey, though there were immense
fields of cultivated land, and very considerable preparations were making
for next year's crop. They generally plough in the fall here to make
sure of a crop, which is much less certain when the ploughing is done in
the spring. I assumed this was because of the flat character of the land
and the spring floods which kept it wet late in the spring; but I was in-
formed that the principal reason was, that they generally sowed before
all the frost was out of the ground, in order that the crop might cover
the ground well before the hot June weather came on and thus save the
young plant from being root-scorched. These remarks apply to land
that has been already cropped. When it is unbroken prairie, the land
requires to be broken up before the end of July and should be allowed to
lie fallow to rot the sod. It must then be re-ploughed or back set in the
fall for the next season's crop. Thus they effectually prepare the ground
for the spring sowing. I noticed a number of elevators and a few
traders' shops in process of erection along the line. We got back to our
hotel about ten o'clock, after a most agreeable trip, and I propose to leave
to-morrow for Manitoba, from whence I may probably write you again.
What one hears here of our Manitoba and North-West country is very
gratifying—almost every one who had been there spoke of the fertility
of its soil, and of its crops in the highest terms—and it is here generally
admitted, if there is any difference in quality of soil or weight of crops,
that the balance is in favour of the Canadian lands. One American
gentleman here, with whom I spoke on this subject, told me that he was
in Winnipeg last summer, and he said to the Consul: "I hear a great deal
"about your 50 and 60 bushels to the acre lands and I just want you to
"put your horse in the buggy and drive me to one of those farms that
"can lick Minnesota; and by George he did, within three hours' drive
"from the city of Winnipeg. I caved," said he. "But yet," he continued,
"your settlers won't stay with you—there were some thirty families
"came away last summer that I know of, and it is all because they have
"no faith in your giving them railway facilities. If they get a good



Improved Woodland Farm



"crop, they can get no price for it, or only half of what it would be worth, if within a short drive of the railway. You talk about building railways! and your men go to Europe to borrow the money to do it; and after you get the money you squander one-fourth of it on a staff of engineers, who don't like to do up a good job too quick! and they differ about the route! or whether a bridge will stand over the Red River! and each settler is squabbling to get it at his own door! and then it has to be referred to Ottawa! and an engineer sent on to boss the affair! and he don't decide and then your main boss engineer is expected, and they have to wait for him, and I guess he'll wait till its good sleighing rather than risk the Pembina road; and meantime the contractor, who took the contract early in the summer has his staff and men idle, and the season has nearly passed, and he talks about giving it up, I hear, unless he gets extra price! No, says he, in some things you're pretty smart people, but you must come to us to learn to build railroads through a prairie country." I very meekly observed that things could not be as bad as that. "Well," said he, "you just go and see for yourself. Meantime interview that ambassador of the *London Times*, at the 'Metropolitan Hotel' in this city, and see what he says about your railroad, the only one you got built yet, I mean the Pembina Branch. He said they were more sea-sick coming over it than they were crossing the Atlantic, and one of them who had not said his prayers for a long time took to praying and he really, through sheer fear, scared up some prayers that he had forgotten since his youth." My friend wound up his tirade by saying, "No! I don't blame your boss engineer for not coming until the sleighing gets good; but then your country suffers, and we get your emigrants."

As I thought I had heard about as much as I could stand of that kind of talk, because truth is not always palatable, I thanked him for the information and left him to read over the *Pioneer Press*, one of the most reliable organs in the North-West, in which I found the enclosed extracts, which I send you, about a meeting which was held at Ontonagon (Michigan), to attend which, a number of eminent citizens, from St. Paul and Minneapolis, went with a view of promoting the extension of a line from St. Paul to the Sault Ste Marie, to connect with our Canadian Pacific there. This is an enterprise well worthy of the attention of others besides Americans.

P. M.

THIRD LETTER.

Winnipeg, 7th October, 1879.

In my last letter I stated that I intended leaving St. Paul for Winnipeg on the 3rd inst., which I did at 5 o'clock p. m., by the St. Paul, Minneapolis and Manitoba Road, and I reached St. Vincent on the boundary of the Province, at six o'clock the next evening. The train was composed of eight passenger cars, three baggage and postal, and

about eleven or twelve freight cars, the latter laden with merchandise and lumber. Amongst these were two sleeping-cars, and a portion of them belong to the Northern Pacific—I believe one sleeper and two passenger—which we drew from Glyndon, a distance of 170 miles, where the Northern Pacific crosses this line. This work is performed under a running arrangement between the two Companies, by which the St. Paul and Manitoba agree, for \$40,000 a year, to allow the Northern Pacific to run over that portion of their line, from St. Paul to the intersection at St. Cloud, a distance of about 70 miles. The cars were all full, indeed, of those which came through to Manitoba, were packed with emigrants, men, women, and a great many children—some of whom were Norwegian, and other European emigrants, and a considerable number from Ontario. In the two sleepers there was not a vacant berth, and some parties who desired to get seats had to take their places in the ordinary passenger cars, which I discovered was not very agreeable to them. The sleepers are not Pullman's, though designed somewhat after that pattern, but much smaller, and not nearly so heavy to haul. They are owned by the roads which run them, and thus really take the place of first-class passenger cars, the others being all one grade. This road runs past Minneapolis, on the east side of the river, but not through the city, and as we passed Fort Snelling I was reminded that 350 of the garrison had been ordered off, two days before, to the scene of the Indian troubles in the West. As it became dark after passing Minneapolis, I am unable to give any description of the country through which we passed until about six in the morning when we reached Breckenridge. We had then been for some time in what is called the Valley of the Red River, an immense expanse of country stretching as far as the eye could reach on either side, with miles upon miles without a tree or even a bush, and not a rock or stone to be seen, and comparatively few houses. The land was, to all appearance, almost a dead level, and here and there we occasionally crossed a small stream, which, running west, would in due course fall into the Red River; but I did not get a sight of the Red River until we reached the termination of our journey at St. Boniface. Between Breckenridge and Glyndon, a distance of 46 miles, there are some fine farms of very great extent. One of them, to which my attention was called, I was informed by a gentleman who had travelled the road about the end of March last during seeding time, had grown three hundred acres of wheat, and that at the time he saw fifteen sowers and harrows going with two, three and four horses attached to each; the owner riding along on horseback superintending the work. The frost was not at that time out of the ground except for about three inches of the surface. Were it otherwise, as no drainage has yet been made, the ground could not be worked to advantage, inasmuch as horses would scarcely be able to walk over it in early spring, and before it was sufficiently dry, the season would be too far advanced to insure good crops. The impression prevails here, that the earlier the seed is got into the ground the sooner and better the crop will be. With the ordinary harrow in use in Canada, this work could not be done with advantage until the frost was out of the ground to a greater depth, but the inventive Yankee again came to the prairie farmers relief, and supplied a substitute for the harrow,

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which really might more appropriately be called a sod cutter and seeder. It is, as usual with all the modern agricultural appliances in use here, driven by a boy or man sitting on it. The machine is mainly composed of a shaft or centre bar, about ten or twelve feet long, and upon this are a number of sharp circular concave steel disks, about 18 inches in diameter, and about nine inches apart, while across the top is a long box, very much like a feeding trough for cattle, in which the seed is placed to drop through holes made for that purpose in the bottom, as the machine progresses. The disks, as they go over the ground, cut the sod where it is new ground, and at the same time, by means of the convex shape, cover the seed. It must not be understood that the above process can be carried on until after the ground is ploughed, for the cutting I have referred to applies to the treatment after the ground is prepared for its first crop, as, after that, none is required, the tough sod having all been rotted. On the farm referred to, I saw ten of the double mould-board ploughs at work, each with three horses abreast, and I was informed that when the condition of the land is not unfavourable, they will break up about four or five acres per day each. The teams, both horses and oxen, are apparently trained to walk much faster than our farm horses, and the plough turns the sod about sixteen to eighteen inches wide, and about two and a-half to three inches deep. This, with new land on its first breaking, it is desirable to do in May or June, but it may be done up to August, the earlier the better, so that it may have more of the hot season to rot. Then, again, in the fall it is what is called "back sett," or returned to its original position by ploughing longitudinally as at first, so as to bring the rotted sod to the top. The furrow is laid flat, and not as with us set up on its edge, and, in the second ploughing, a couple of inches deeper is taken than in the first, which gives about four or five inches of cultivated soil. We passed, but not so nearly as to enable me to give a description of it, a farm of Mr. Dalrymple, one of the show farms of the State, containing 40,000 acres. He had, I was informed, 11,000 acres under grain last season, and which averaged twenty bushels to the acre, and expects to have 15,000 acres prepared this fall for the spring crop. A gentleman who saw the farm informed me that there were 126 ploughs of all kinds upon this magnificent farm, besides a corresponding number of sowers and harrows, cutters, self-binders and threshers. The plant alone of such a farm costs an enormous fortune. I understand that the produce of this farm was sold at Chicago at over eighty cents a bushel. It would be useless to attempt to describe the journey in detail; what it was, as above described, it continued to be until we got within about twenty miles of St. Vincent, on the border of the Province of Manitoba. Then, having approached nearer to the Red River, we came into a country somewhat rolling in character, interspersed with clumps of oak, with the land of much the same consistency as on the open prairie. During the whole day we travelled over what is known as the Red River Valley, which is said to average about 50 miles in width. The railroad runs parallel to the general direction of the river, at times twenty miles away from it and sometimes approaching as near to it as eight or ten miles. This valley has been the bed of some great inland sea, and it is generally believed that the waters of Lake Winnipeg were discharged through it at some very remote period, before the Nelson River, which now performs

that function, was invented. Its banks were indicated to us during the day by the lines of trees which we saw in the distance, frowning from them. Almost the whole way from Breckenridge we saw, at intervals, either prairie fires or the fresh ashes where fire had just passed. I did not learn whether or no they were purposely set on fire, but I suspect in some cases they were as the ground is thus more easily broken up; besides, a fine covering of ashes tends to enrich the already fertile prairie soil. The valley has abundance of game, such as prairie-chicken, pheasants, and we saw flocks of ducks and geese flying past; but it does not exhibit the innumerable lakes and lakelets of the more eastern portion of the State described in my last letter. Occasionally during the day we saw embryo cities containing from three to fifty or more houses. The largest of them are Breckenridge, Glyndon, Crookstown and St. Vincent, besides the towns of Fisher's Landing and Grand Forks, both prosperous on the branch line, from Crookstown to the Red River. I was informed by a gentleman who was upon the train and appeared to be conversant with that part of the country, that, north of Glyndon, two years ago, scarcely a bushel of wheat was carried between that point and St. Vincent, and it is not too much to say, judging from the preparations that are going on in the breaking of land, that very shortly millions will be raised upon it. In conversation with the Commissioner of the *London Times* whom I met at St. Paul's, I found he had estimated the wheat-growing capacity of the Red River Valley at very many millions of bushels, and he seemed to be much impressed with its great fertility and enormous extent. He is a very well-informed, intelligent Scotchman, and endeavours to get information from any and every source. I soon learned that he was a thorough free-trader, and condemned our Canadian policy, in no uncertain terms; but he learned that there was two sides to the question, when he talked with Americans or Canadians who understood the application of it to our country. In the group of half-a-dozen people with whom he was conversing, mostly Americans, he found that his free-trade theories were not concurred in, either by his American or Canadian hearers, and that they quite understood, and realized that a policy suited to a wealthy overpopulated country like England, does not suit the condition either of Canada or the States. One of the company, a very intelligent American, in dealing with the object of the Commissioner's mission to this country, viz., to endeavour to see its resources as a good grain country and whether it was likely to continue to supply England with bread and wheat, to the detriment of the English farmer informed the Commissioner, in speaking of the progress of the States, that the foreign market was a matter of small importance, in comparison to the home market, and that not more than 10 per cent. of the breadstuffs grown in the United States was exported; that the enormous productive capacity of the country, he said, was simply limited by the demand, and that the extension of railroads westward, into the farther wheat and cattle regions, would continue to supply the markets of England in the future; that the main factor in the matter was the question of freight; that a farmer in this country with a fair climate, improved machinery, especially adapted for the cultivation of large tracts of prairie land and no rents, must raise wheat and cattle cheaper than could be done in England, where the farmer was handicapped with an

average of \$10 per acre of rental, and tied up with conditions, which embarrassed his freedom of action in its cultivation; and all this with a climate that, even in the best of seasons, was much less favourable than this. The result, he said, could easily be foreseen. The aristocratic landholders have to realize these facts, and the sooner they do it the better, and the remedy is at once to throw off half their rents; for if they do not, the farmers will abandon their holdings, come to this country, where they can get land free, and the landlords will have to work their properties themselves, which will mean more than the loss of half the rents. He went on to say that if the English landed nobility desired to keep up the present expensive style of their establishments, the best thing they could do would be to *hedge*, as he called it, and invest a portion of their means in this country, so that when the crash came, they might have in America estates as large, though perhaps not so valuable, as in England, and for one-fiftieth part of the cost. The whole question, no doubt, does resolve itself into one of transit, and we have now, both on the ocean and on the land, rates that defy competition on the part of the English farmer. The gentleman already mentioned, also referred to the progress that railroads had made in that State, and were still making, and informed us that a convention representing eight railroad interests had sat that day at St. Paul, and decided to put up a Union Station of very large dimensions, at an estimated cost of \$750,000. In order to do so, they had purchased from the Railroad Corporation, owned by Messrs. Hill, Stephen & Co., a portion of their present station of the St. Paul and Manitoba road, at a cost of a quarter of a million dollars.

But, to resume the journey. We left St. Vincent at a quarter to seven, and, after getting our baggage examined at Emerson, on the boundary line, by the customs officials, who, by the way, are not nearly so obtrusive or troublesome as American customs officers, we proceeded slowly on our way, and arrived at St. Boniface at a quarter to two in the morning, having averaged about eleven miles an hour including stoppages.

Before leaving finally the St. Paul, Minnesota and Manitoba Railway, let me say that the people of the Canadian North-West owe the enterprising proprietors of it a debt of gratitude for having so promptly and in so short a time built the connection from Crookstown to St. Vincent—upwards of one hundred miles—and thus given access immediately to our Canadian North-West. Had it not been for this, not one out of ten of the emigrants who have gone there would have been there to-day. It is said of these four gentlemen, who are the sole proprietors of this road, that they are monopolists and run the railway to suit their own interests; that, in place of running an average of 18 or 20 miles, including stoppages, they could run at the rate of 25 to 28 miles an hour, and that the reason of the slowness of their trains is that the boats at Fisher's Landing may get the traffic. These statements may have some foundation, in fact, and occasionally some feeling is worked up about it, but assuming it be all true, these gentlemen owe no special obligation to the people of Canada in connection with this road. They went into it as a commercial speculation, for the purpose of making money out of it, and they alone are the judges of how they should run their road. If they do not run as fast as the Canadian public think, they should run to suit the

interests of the boats which they are said to own, it should be remembered that they owe the Canadian public no consideration, as the connection from St. Vincent to Winnipeg has been given to other interests, and they had to fall back on what was best for themselves, and the vessels they had on the Red River.

Business is business—men do not use their capital, as a rule, for merely sentimental considerations, and in the absence of any practical obligation on the part of these gentlemen to Canada, and there is none so far as I can see, they have the right to run their road in the way they think best fitted for their own interests. They have a road fitted in every way for the business of the country, and when they get it all ballasted, which it is not at present, they will run at a rate of 30 miles an hour, and place us in St. Vincent in at least one-third less time from St. Pauls, than it takes now; but they are quite right not to run over a half ballasted road at a higher rate of speed than they are now doing. They have a magnificent property, which, by its earnings, is self-sustaining, and, in addition thereto, they have three millions of acres of land, which is being readily sold at five dollars per acre. If they have been thus fortunate, it is no ground for exclaiming against them as monopolists, when they are simply making the best they can out of their investments. One thing they have done for the farmers of Manitoba—in place of getting fifty cents a bushel for their grain, the latter mainly through the construction of the St. Paul road, get seventy-five cents a bushel to-day. Without their road, the former price would, probably, have continued until the connection with Thunder Bay was carried through, which will probably not be for two or three years yet. What should have been done was, and what should now be done is, to give the St. Paul, Minneapolis and Manitoba Company the lease of the Canadian road from St. Vincent to Winnipeg. They state that they would have delivered freight and passengers at Winnipeg, and are still willing to do it, for the same sum that they now deliver them at St. Vincent. It is clear that the state of things existing on the Pembina Branch, cannot be permitted to continue. Strangers take their ideas from the only Canadian road by which they enter the country, or which they see, and the first impression, which is important, is necessarily an unfavourable one. Six hours from St. Vincent to Winnipeg, a rate of less than eleven miles an hour, is more than we can stand. Life is too short to fritter it away thus, and a delay of three-quarters of an hour, while we water the engine out of a roadside ditch—the only means of doing it—is rather trying to the patience of passengers. Who is to blame for this state of things I cannot say, but the facts are as stated?

The Winnipeg road, 62 miles long, runs through an uncommonly favourable section of the country, very much of the same character as that from Glyndon to St. Vincent, and with no obstructions of a serious character, unless a couple of bridges over small streams may be called so. Its construction was commenced over four years ago, and it is very far from being yet in a completed state. I do not know that I would go so far as the Imperial Commissioners, whose views I referred to in my last letter, when they stated that it was like being on the Atlantic in a hurricane, but there is no doubt of this, that it is not in a condition that a railway should be in, especially a Government railway. The cars rock

and tumble about more than is desirable for the safety of passengers, even when they only travel eleven or twelve miles an hour, and I feel that it would be unsafe to travel at the ordinary rate of railway speed.

The road-bed of this branch is some six or seven feet wider than on the American roads. It has apparently flattened down in the centre, and has had but little ballast upon it, while the steel rails seem to be very much bent, and I fear from what I have heard that, unlike iron, steel rails cannot be straightened without re-rolling. However this may be, the fact is clear that we have a Government road, the only way of entrance to our great western territory, in a most discreditable state, and it would be well for those who are responsible for its condition to see at once that three water tanks are built—those with windmill pumps only cost about \$1,000 each—and that the line be ballasted and put in proper order before winter sets in. After that it cannot be done, and the road, for want of proper precautions, will probably have to be closed up at the period of next year when it is most required. Manitoba has become too important a section of Canada to permit her interests to be trifled with, and the complaints in relation to this matter are both loud and deep.

I leave in a few minutes for Portage du Prairie, and will probably give you my views upon Manitoba and the North-West in my next letter.

P. M.

FOURTH LETTER.

14th October, 1879.

When I sent you my last letter, I had arrived at Winnipeg, the Capital of the little Province of Manitoba.

It is situated on the west bank of the Red River, upon an elevated plateau, about sixty feet above the present water level. The banks are here, as in most of the western rivers, of the same magnitude, abrupt and steep, and are composed of an alluvial clayey loam, which, in wet weather, develops a great power of adhesion. The city itself, which, in 1870, had a population of about three hundred, is now claimed by its inhabitants to possess ten thousand souls, but, I should conclude, after having walked through it, that eight thousand would be nearer the mark. Whatever might be the number determined on, much would depend on the census taken, the day of the week and even the hour of the day, as the arrivals and departures are so numerous, that I should suppose there is constantly in the town a floating population of from eight hundred to one thousand souls. Emigrants arrive from abroad, and it takes them from three or four days to a week to get information and obtain knowledge of the country in which they propose to make their future abode. Many come here at the instance of friends already settled in the Province or in the west and have their destination already practically settled; but yet it takes some days' delay to make arrangements for transport through a

country where, as yet, almost no railway facilities exist. The hiring or purchasing of teams, carts, supplies and provisions, and in many cases agricultural implements, takes up a great deal of time and causes considerable delay, and the delay is of course greater when parties have not their destination almost settled; for then they have frequently to talk with speculators or officials in reference to lands desirable for settlement to make their negotiations and conclude their purchases. The town is thus during the season constantly filled with a large floating population. The hotels at the time I write are said to be pretty full of people, and I noticed immediately on the outskirts of the town about a dozen new bright tents—with uniform blue poles—which I was informed were occupied by a number of well-to-do English families who were thus domiciled until their arrangements and destination could be ultimately fixed. Some of these people were pointed out to me on the main street and they seemed to be well dressed and apparently of a much better class than the usual run of emigrants. Let me here add that what is required for the healthy development of this country is a class of emigrants who can afford at once to get a location of sufficient extent to enable them to carry on the business of farming on a scale so large as to make it an object to a man of intelligence and energy, and at the same time with means to provide the most improved machinery and stock. The poor or labouring classes of agriculturalists are, of course, also desirable and necessary to a new country; but the misfortune is that they over preponderate, and their poverty throws them into a groove which lowers the tone of the circle in which they settle. Then, before they acquire means, they get confirmed in habits and style of living, which is without neatness on the farm, or personal culture—habits into which as a rule the wealthier class of emigrants do not fall. With regard to the city itself I may say that it presents a busy and healthy aspect. Here, as in all new and western cities, we see grouped together the past and the present, the temporary wooden shanty run up in a week, and a more shell at that, alongside of the more pretentious and substantial brick buildings of which this city can boast many, which would not disgrace, and indeed in many cases would rival, the best Toronto or Montreal shops. Of this class the materials of construction are chiefly a very handsome dark cream-yellow brick, very much like what is known with us as the Prescott brick, but darker in the colour. As these bricks are made from the clay of the vicinity, the city of the future is bound to be built of them, and when so built, with the wide streets into which the town is laid off running at right angles to each other, it will present a very handsome appearance. Besides the brick, however, there is on the projected western line of the Pacific Railway, within five miles of the city, fine limestone quarries of good building stone, which are now being operated.

At present the cost of lumber is very high, \$25 to \$30 per M. being charged for very ordinary quality, and the most of it comes from the woods within the boundaries of the United States; but as soon as the railway connection is completed to Rat Portage immense forests of the best pine lumber will be reached. These are situated on Rainy River and Lake in Canadian territory, and there timber can be had at very much cheaper rates than those at which it can now be procured. Saw

mills are now being constructed on Rat Portage, and a large quantity of lumber is being manufactured ready to put on the market as soon as the railway connection is made.

I noticed that they had got up a system of drainage, and the town is well situated for it, being at such an elevation above the present water level as to give a good fall. How it may be in the spring of the year, with an ice jam on the Red River, I cannot say, but one has a suspicion of trouble for a few days in spring, when the freshet or rise of water is higher than usual. They have here a system of surface drainage in certain portions of the city in addition to their sewage system. The prevalence of a flat surface renders this necessary because they cannot, owing to the expense, at once obtain the other. Of course, in a young city the drainage is necessarily imperfect; but, notwithstanding that, I am credibly informed that the health of the people has been good, and exceptionally free from epidemics and low fevers.

With regard to water there is no arrangement whatever. Water carts and wells are the sole source of supplying the fluid which they have at hand in the Assiniboine. But there are means of getting a fine supply of water at a distance of about two miles with the ordinary system of pumping, such as that adopted at Montreal or Ottawa. Or, what would be still better, they could at small expense, owing to the character of the ground, bring on a never-failing stream of the finest water from Lake Manitoba, and I hear on every side, when the subject is referred to, that for this important want the Corporation are solely to blame, as money borrowed for that and other purposes was expended on other less necessary work, such as a market house beyond the necessities of the city and other schemes much less important to the health, safety from fire, and comfort of the citizens. During dry weather the streets are hard, and there is an entire absence of the dust which in windy days is the curse of many Western cities; but three or four hours' rain changes the whole aspect of affairs, and the surface of the street is covered then with a black slimy substance which adheres to the boots and which it is impossible to get rid of or avoid. I am told and can well imagine that, in the months of April and May, the condition of the streets is something horrible, and in the main street it is during such seasons almost impossible to trot a horse in a light buggy, so that it is not an unfrequent occurrence to see loaded teams mired in the most public thoroughfares. I can easily believe this after the experience of one wet day which I have had since my arrival here.

There are two ends to this town as there are in most new or small cities, and some rivalry exists as to the location of the bridge which must be built across the Red River for public travel. At the upper or west end is the old Hudson Bay Fort, which is still occupied as it has been for the past 100 years or more as one of the chief—if not absolutely the chief—trading post which the Company possesses. The old buildings present a marked contrast to the more modern and complete establishments which have recently sprung up; but, though without this improved style, they still possess, for the trader of the North-West, an interest and attraction which their newer rivals have not. There is much about one of these old Hudson Bay Forts which give food for reflection, and when we consider that over two hundred years ago these posts, and in many places

forts, were established from Labrador to British Columbia, across a continent over three thousand miles in extent, through a territory occupied by savages, and that since 1670, the date of their charter, the Company has so dealt with these savages as to have maintained order, rarely violated, and to have commanded the confidence as well as the respect of the hostile tribes with which they traded, we have a testimony of no mean order, alike to the system and policy of the association and to the uprightness, energy, intelligence and administrative ability of the Factors and servants, upon whom the carrying out of the system devolved.

The old fort is a large enclosure of stone, and, with the more recent extension of oak logs, comprising several acres, was, doubtless, in its day, of good service in protecting the property and servants of the Company from attack, but it may now be looked upon as useless. It is simply a question of time when it will be swept away. Within the enclosure are the stores and warehouses and the old residence of the Governor of the Company, the latter now occupied by the Lieut.-Governor of the Province, Hon. Mr. Cauchon. In this enclosure, that sad tragedy was enacted by Monsieur Riel in 1870, which resulted in the death of Scott. How short are, very frequently, the steps between fame and disgrace? Mr. Riel failed by the important and crucial test in becoming a patriot, and to-day he is a proscribed outlaw. Had it not been for the death of Scott, Mr. Riel would have been held up as one who resisted what the people of this section at that day believed was an act of tyranny on the part of the Canadian Government, and, whether right or wrong, would have had the sympathies of the people of Red River with him. But his very success led him into the fatal indiscretion of his life, and in place of being a representative man of his country, as he doubtless would have been, he is now proscribed and banished.

The city is growing with much rapidity, and has a great future before it. Its trade, however, is doubtless much stimulated by the railway enterprise that is going on to the east, between this and Lake Superior, where contracts, to the extent of thirty millions of dollars, have been let. This connection to the eastward will not be completed for traffic for three years to come, but when it is, it will, for a summerservice, be of great utility, and by the cheapening of freights, at once put up the value of all the productions of the country. A portion of this line, about 120 miles to Rat Portage, is nearly completed, and, already, a number of settlers have gone in to locate. Many more would have gone if the portion of the road that is completed had been made use of for the accommodation of the public. A passenger car should be put on that route at once, and a train run once a day. The people have paid for it. The interest upon its cost is running on, which the people have also to pay for, and why not give the public the benefit of it? I learn that the present contractor uses it for the transport of men and materials for that part of his work which is beyond the end of the completed portion, and that he permits passengers to ride in his flat cars or box cars when they run. But this is not as it should be, and if the contractor is permitted to use the line at all, it should be open to the public use on a tariff, and with suitable accommodation arranged by the Government. It is to be hoped that the Government will attend to this, as I learn that the matter

has been recently brought under its notice. What the future of this city may be, it is impossible to foretell. Anything with a prudent and wise Government, in the way of expansion and importance, may safely be foretold of it, and it would be no great stretch of imagination to suppose that in less than twenty-five years the inhabitants of the North-West country may consider themselves entitled to put forward their pretensions to have the seat of the Government transferred from Ottawa to the Red River—the bulk of power, as of population, of this Canada of ours will, in all probability, be then transferred from Ontario to the North-West, and as in the Western States, so in our West, the influx of population and natural wealth will make itself felt.

I started for the West on Tuesday morning, and thanks to the kindness of friends, arrived at the Portage la Prairie by horse teams in the short space of seven hours—a distance of 65 miles as the crow flies, but as travelled with all the prairie turnings and twistings increased by at least six or eight miles. That was only about one hour longer than it took us to travel on the Pembina Branch Railway, a distance of 62 miles—rather a humiliating commentary on the railway system of the country. The weather when I left was as it had been ever since I entered the country—dry, clear and bright—and I was told that it was the normal condition of the climate in autumn; rains at this season being very unfrequent. The roads were simply perfection, the surface was smooth and you could select your own track. When the beaten track did not suit you, you could take the grass of the Prairie, and you could drive anywhere except where, as occasionally happened, it was swampy. We bowled along at about ten miles an hour, and had a most enjoyable trip of it. For the first 35 miles we passed through a country very much the same as that around Fort Garry or Winnipeg; the consistency of the soil being very much like what is round that locality. We followed at a distance of three or four miles from the bank the course of the Assiniboine, a tributary of the Red River, which is navigable at certain seasons of the year for over 500 miles up to Fort Ellice. The margin is clearly indicated by a fringe or strip of oak, elm, ash and poplar trees, which grow along it for a width of from an eighth to a quarter of a mile. Occasionally, during the course of our day's journey, we would come close to the river at one of its bends, and it presented a beautiful and picturesque appearance. On the south side of this river, the general direction of which runs east and west, the wooded fringe seemed to be much heavier than on the north side. This district is chiefly occupied by French half-breeds, who, I must say, did not strike me as taking, as a class, very much to the cultivation of the soil. Therefore, the improvements which I saw on the first portion of my journey did not impress me greatly, though one could not help being struck by the evidences of immense natural fertility. Shortly before, and when we arrived at Poplar Point, the appearance of the country so far as cultivation was concerned was changed. The soil was no better, except, perhaps, that there existed less necessity for drainage, and in its composition was not so clayey and was more friable and workable; but from thence to ten miles beyond the Portage la Prairie, a distance of about 40 miles, the scene was one that I think, from an agricultural standpoint,

cannot be surpassed anywhere. Some of my readers may think that I exaggerate. Let me say again, that, in these jottings of the North-West, I profess to record my conclusions as they were formed from personal observations, exaggerating nothing and screening nothing, but truly recording what I conceive to be a pen picture of the country. I have had some experience as a practical agriculturist. I have also had an opportunity of observing agricultural countries both in Europe and America, and I can honestly say that it is, without any exception, the finest agricultural country that I was ever in. The very appearance of the soil suggests abundant crops. The stubble shows what the straw was, and the grain rick yards, three and four on each farm, with from eight to twenty stacks in each, show for themselves the crop which has been produced. In addition to this, on almost every farm, we saw from two to three piles of straw nearly as large as the Academy of Music of your city, just as it had been thrashed out from the cutter on the field, clearly indicating what the immense production of the farms must have been. We were, of course, too late to see the growing crops, but we were not too late to see the results. Ten years ago, as I was told, it was a rare occurrence to find a settler west of Poplar Point, and the flour and provisions for the Hudson Bay Company had to be imported from St. Paul, and carted over one thousand miles to supply the army of traders necessary to carry on their fur trade. Now, in that short space of time, all is changed and the finest of wheat, that in the Chicago market would bring ten cents a bushel more than wheat from the Southern or Central States, is now a drug and sells for fifty cents a bushel over that Western country. Flour that five years ago cost in the further west \$20 a barrel can now be sold at a large profit at one-fourth of that price. Let me add that the settlements do not merely skirt the travelled road, but as far as the eye can reach on each side the farms are taken up, and I am informed that from Poplar Point to the Portage and beyond it the country is settled right over to Lake Manitoba, a distance of from 15 to 30 miles, except where it is held by speculators. The Portage la Prairie is a nice little settlement, with its small steam mills and factories, and evidently a growing population—and also, by the way, with its East and West end—its lawyers, dentist, doctors and tavern-keepers, showing evidence of a very advanced state of civilization. It is distant about one mile from the Assiniboine on the south, and about ten miles from Lake Manitoba on the north. A good deal of uncertainty seems to exist at present about its future and a great deal of interest as to where the railroad will pass it, and whether it will go through it or not. It seems now pretty well settled that the Canada Pacific Railroad shall go south of Lake Manitoba, and not as settled by Mr. Mackenzie's Government by crossing the Lake at the Narrows, and going north through an unsettled portion of the country. This decision practically brings the line in any case in close proximity—say about six or eight miles—to the Portage Village, and will in the future make it a place of importance, unless, as is not improbable, it is moved bodily over to the Railway. We drove about ten miles west of the Portage, and put up for the night at the residence of Mr. Kenneth McKenzie, a Scotchman from the vicinity of Galt, Ontario, and one of the largest landed proprietors in this region. Mr. McKenzie, who is a member of the Local Legislature,

has some 5,000 acres of land, of which he farms about 800 acres himself and rents out several farms to others on third shares, he finding one-third the seed and getting one-third the crop, while the tenant gets two-thirds. Our party was treated most hospitably, and he put us up very comfortably for the night. We walked over part of his farm and through his stack yards and examined his stock. He informed me that his wheat crop gave him, as far as he has threshed it, 39 bushels to the acre, but that he has not yet threshed over half of it as he generally gets his own wheat ground, and therefore threshes it as he requires it so as to obtain a better price for it. He says that it is useless for people to grow more wheat than can be used for local consumption until the railway is built, as outside of the local market, chiefly created by the fur trade and new settlers, there is no sale for it except at about 50c to 60c per bushel. To get over 50c they must send it to Winnipeg, and the carriage there, under the most favourable circumstances, takes one bushel to carry another. From this state of things, one can see how important it is for the immediate future of this country to have the railway pushed on at once over these Western prairies. Fertile lands are all very well, but without a population they are really valueless, and without railways population will not settle, as without railroads the crops, be they ever so abundant, are not susceptible of being utilized. Common roads for transport are an impossibility, for a moderate shower of rain, say for two or three hours, renders transit upon them with loads all but an impossibility. In passing over one of the wheat fields of Mr. McKenzie, in which a team was at work ploughing for spring sowing, I noticed a quantity of wheat upon the ground in heads and grains, more than enough to seed it; indeed, I should say that there was from three to four bushels to the acre wasted, and I asked what it meant? Mr. McKenzie said it did not pay him to be careful, as labour was more valuable than the scattered wheat, and he had so much of it that the men did not seem to value it. One of his teams was driven by a Sioux Indian who could not speak a word of English, but who, as Mr. McKenzie informed me, for \$15 a month and rations, could put through with the ordinary plough of the country (not the improved sulky plough) two acres a day, and it was well done. I could not but admire the stalwart figure of the man as he walked erect between the plough handles, and did his work without any mistake. I am informed that it is the desire of the people to encourage the Sioux to settle, and that, for labouring and agricultural pursuits, they are most valuable neighbours—a commentary upon the policy of extermination which our American neighbours pursue. Before we started in the morning, and while looking round the barnyard, a flock of Prairie pheasants flew into it, and one of our party got a couple of fine birds out of it. The shooting in this region, both of ducks and Prairie birds, is very good.

As a contrast to the wealth of land and crop that Mr. McKenzie possessed, his buildings, like almost all that I saw upon the farms, are of the poorest description. Stables and house are fit only to be torn down. In fact stables are not much wanted, for most of the horses, at least such as are not worked in winter, run loose, and scratch their own food from the snow-covered field, while the cattle also are allowed to run round, except the milch cows, and supplement what they gather from the fields

by picking from the straw piles, the remains of which are got rid of in the spring by burning. A few logs laid along with some loose poles on the top and some straw thrown over it is all the protection considered necessary for wintering the cattle.

Mr. McKenzie's position is an illustration of that of many others. He desires to build, but informed me that he did not wish to go to the expense of putting up a brick house and make considerable outlay on barns, &c., until he knew where the railroad was going, and that he would be guided in his building by the locality of the railway. Doubtless there are dozens of others in the same state of uncertainty. He has several sons, all of whom are on farms of their own; one on a cattle farm in Montana and the others on wheat farms.

On our return we went to an Agricultural Show at the Portage; but as the grain and roots were just coming in and the preparations not complete we did not see as large a show as might have been expected. The cattle were not to be brought in until next day. Mr. McKenzie is under the impression that this country is to be a great cattle and pork country, notwithstanding that they do not raise corn. Where only 50 to 60 cents can be got by sale for wheat, it will pay better, he said, to feed it to the hogs.

We left for Winnipeg just as it was commencing to rain, and before night a storm, accompanied by thunder and lightning, came on. The night became so dark and the roads so heavy that it was impossible to reach our destination before night, and we had to take a shake-down on the floor of a country tavern; the house being filled by emigrants. On our return we met each day on the road from two to three hundred teams, consisting of four wheeled waggons and Red River carts, piled with tools, implements, furniture, trunks, and hosts of children with their parents, and all along the route innumerable camps of travellers and emigrants.

I shall remain a couple of days in Winnipeg, and may write you another letter before I return.

P. M.

FIFTH LETTER.

Winnipeg, 16th October, 1879.

In my last I gave an account of my trip to the Portage la Prairie, and to-day went down the river towards Selkirk, first taking a look at the river at Point Douglas, one of the proposed railway crossings of the Red River. Point Douglas is immediately below the town of Winnipeg, at a point where the turns of the river form an S. This place from the height of the banks, narrowness of the stream, which is here apparently about 600 feet, corresponding grades upon either side, immediate proximity to the town, and suitable vacant grounds for stations, would seem to present a most favourable site for the purpose.

Those who are opposed to its selection for a crossing allege that the ice of the Red River would endanger the permanence of any bridge placed there; that the ice when it moves in the spring does not, as in the St. Lawrence at Montreal, float past in broken fragments, but in large masses; that the rise of the water in the river loosens the ice from the shore, or the anchor ice as it is called, and is lifted bodily with the rise of the flood; that sometimes, when the spring rains are unusually heavy or the weather unusually warm in the spring, the water rises and floods the surface of the ice before it is sufficiently decayed to get loose from the anchor ice or shore fastenings, and when it does go it is with a rush. In the latter case it is alleged that it occasionally jams at one or other of the numerous bends of the river and floods back the stream to such an extent that the surrounding country is submerged, and there are those who believe that the safety of the city itself would be endangered by a bridge placed here. The river takes its rise in the State of Minnesota and the territory of Dacotah, some hundreds of miles to the south of its confluence with Lake Winnipeg. It therefore opens much earlier in the upper reaches, and navigation by steamboats is often available there before the ice has disappeared below Winnipeg. Another site which is proposed, and which has its advocates, is at the upper end of the town, immediately opposite to the Hudson Bay Fort, which also seems to present many of the advantages of the Point Douglas site. Indeed, it would be difficult to see why the people of the town should differ much about it, except because the town has two ends, and the residents of the north-westerly end desire the Point Douglas site, because it would be handier to them, while for the very same reason the people at the other end are anxious that the crossing should be at the Fort. To this latter crossing the river jams are also alleged as a probable objection, though the land is higher than at Point Douglas. It is said that twice, within the memory of living men, ice jams have occurred which have had the effect of throwing back the waters of the Red River miles beyond the boundary line to the south and a long way into American territory, while it also submerged hundreds of thousands of acres of Canadian soil. One gentleman with whom I conversed about this matter, and who has travelled into almost every section of this western country, said that he had seen evidence of this on one of the western sections, at least 20 miles away from any river which could have carried it there, in the existence of an enormous elm tree, at least 24 inches in diameter, with its roots extending many feet, lying prostrate on the prairie where no trees grew, and exhibiting no evidence about its roots, or on the soil, to indicate that it had grown there. Its position was a mystery to him until he had it explained by an old habitant or trapper who informed him that he collected the flood that brought it there, and which had submerged the country for hundreds of miles, not only in the Valley of the Red River, but in the Assiniboine Valley also. If this information is correct, and I have no reason to doubt it, a very serious international question may arise with the United States out of our bridge building and on two different grounds. If the erection of a bridge at Winnipeg should cause ice jams, the question arises whether the United States might not fairly ask the Dominion to indemnify her citizens whose property was damaged or destroyed by flooding, caused by our action. Again, the river rises



Prairie Farm.

many hundreds of miles to the south in American territory and is navigable for hundreds of miles in that territory, and it may be doubtful how far we are at liberty to impede the navigation of an international river of this character, as it certainly would be impeded by the erection of such a bridge as is proposed at Winnipeg. "Prevention is certainly better than cure," and I would suggest to those who are responsible the propriety of extending their enquiries in relation to the site to the chances of international complications which may thence occur. There are those also who say a bridge at either site proposed at Winnipeg could not be so built as to resist the spring floods and ice jams. This, of course, is an engineering question, and one upon which it would be presumption for a civilian—who in relation to such a question can only claim to possess some common sense—to pretend to give an opinion, but I should have no fears of its being swept away if reasonable precautions were taken in its location and construction.

Another crossing is spoken of, which, from the description, appears to have some advantages not possessed by either of the others, viz, the crossing at or near the vicinity of the Stone Fort. The foundations on either side are rock, and the materials for the bridge may be got out of quarries on the banks, as I am informed, at a comparatively small expense. The crossing of the river here is stated to be even less in distance than at Winnipeg, the banks are rather higher, but with good approaches on either side. This crossing is about eighteen miles further down the river than Winnipeg, and four or five miles further up than Selkirk. If what one hears of it is true, it would seem to be the best crossing of them all in point of economy, and, now that the line south of Lake Manitoba is said to have been adopted, would not make the length of route materially exceed that by Selkirk. This route, nevertheless, may be said to be "*no man's friend*." It has not the inhabitants of a town who want the railway past their doors to advocate its adoption. The land about it is owned by the Hudson's Bay Company, and a prejudice exists against that association because of the old so-called monopoly, and in such a case it is doubtful if the site would get fair play in considering advantages it offers. But there is another adverse reason, for as the land is owned by the Company, there are no speculations on the part of individuals as is the case both in Winnipeg and Selkirk; and in relation to these speculations it is said that even some engineers now in Government employ are not exempt from suspicion. Altogether I repeat this site has *no friends* to advocate its adoption, and it is so far away from home that "*merits*" go for very little against substantial local interests.

The projected site at Selkirk is situated about twenty-five miles to the north of Winnipeg and within about 16 miles of the junction with the lake of that name. Personally, I have not seen this location, as the badness of the roads prevented my visiting it, but it is only fair to present, as I have heard them, the arguments for and against its adoption. Against it I am bound to say I have heard but one objection that I considered of any importance, and that is its great length and cost. I am informed that a few miles above Selkirk the river assumes a more rapid character for several miles, and the ice which floats in large masses to this point gets broken up and lessens the chances of ice jams. From that reason as well as from the widening of the stream, to cross here

would involve a bridge of between 1,400 and 1,500 feet long. This presents a rather serious objection, but, except on this account, that location to parties who are unbiassed, and who are not speculating in lands in the vicinity of the several sites—and their names are said “to be legion”—the Selkirk crossing would seem to have had the call before the line from Winnipeg to Selkirk crossing on the south-east side of the river had been built—a distance, as I before stated, of 25 miles. But if it ever was seriously intended to make the crossing at Selkirk, and in my opinion, on grounds of policy, it should have been there or at the Stone Fort, why was the country put to the expense of constructing 25 miles of railway from Selkirk to Winnipeg on the south-east side of the river? If it should still be thought desirable to locate the crossing at Selkirk, we shall find that the country will have been put to the expense of the construction of two bridges, one on the direct line of the Canadian Pacific at Selkirk, and the other at Winnipeg; for, after building 25 miles of railway on the south-east side, the Government can never permit it to remain comparatively useless, as it will do, unless a bridge is built to connect it with the town. But, again, should one of the Winnipeg sites be chosen, it will lengthen the Canadian Pacific Railway by 25 miles for all time, a very serious objection indeed. What Mr. Mackenzie, and those who advised him, could have been thinking about, I cannot imagine, in their policy respecting crossings and railway constructions in this locality. On Section 15 it is said that if the line had been lengthened about three and a-half miles by a divergence either to the south or north of the present line, it would have saved the country the enormous cost of many miles of rock cutting and filling, which has called for an outlay on the part of the contractor of plant to the extent of a quarter of million of dollars, and has cost the country a fabulous sum over what it ought to have done. I do not undervalue the importance of shortening the distance on a national through line like the Canadian Pacific. Yet there is a limitation to this as a matter of sound policy, and if it be a policy to shorten the line, why should the same Government who, to save three and a-half miles in Section 15, have incurred enormous expenditures go 25 miles out of their way to lengthen the road by extending the railway to Winnipeg? What Mr. Mackenzie was thinking of then I cannot imagine when he consented to the branch to Winnipeg on the east side of the river. He decided to take the road—after the Red River was crossed—to the north of Lake Manitoba, crossing at the Narrows, as opposed to the line south of the Lake through the fertile and settled country by the Portage, as had been previously thought advisable. It is alleged that this plan shortened the through line, and I believe it would shorten it, though it would give the go-by to the settlement on the south and pass to the north, where there are no settlements. It is also alleged, though I have heard this contradicted by men who had travelled the country, and who have great experience, that the northern line goes through a country of immense savans and muskegs unfit for settlement. If the latter is the character of the land, then the road should not on any account have gone to the north; but if otherwise there is justification for it, as in such a country as this, with its fertile soil prepared to receive a plough without a dollar of outlay to prepare it, the question of settlement is merely a question of where the

railway will be built. Locate the line, and, before it is completed, over half of its length will have been taken up and settled, no matter where it may be put. If shortness and economy was Mr. Mackenzie's policy, he should have at once adopted the Selkirk or Stone Fort crossing to give him the direct route north of the Lake, or indeed in any case north or south; and if he desired to give Winnipeg connection, though that seems really to be more of a local than a Dominion duty, why not have given it on the west side of the Red River, and thus have avoided the second bridge? Sir John Macdonald's Government have now to adopt one of two alternatives, either to build two bridges at a great expense across the Red River, or else, by adopting one of the Winnipeg crossings, lengthen the line twenty-five miles for all time. In these remarks I must not be supposed to be influenced by my political associations or friendships. I have endeavoured to avoid that, and, in treating of the policy or the acts of the one Government or the other, have tried to be impartial. I have heard it said, as a justification for placing the line on the east side of Red River, that, for the prosecution of the work between Winnipeg and Lake Superior, it was necessary to get connection with the Pembina Branch. But why was it so necessary? The Pembina Branch has only been running a few months, though it was started over four years since, and if that were the reason it could have been accomplished by building the bridge at Selkirk or at the Stone Fort, and the branch on the west side from Winnipeg thence. The facilities for getting to and from the station at St. Boniface are as bad as well can be. The road is wretched and the river, the banks of which are steep and the current pretty rapid, has to be crossed in a steam ferry boat which, though suited to the work, is at all times hazardous, and the more so because the train leaves in the morning before daylight, and generally arrives between about midnight and two or three in the morning. This arrangement, so far as the comfort of passengers is concerned, is about as bad as can possibly be, for the darkness in this region, is more dense than in our eastern country, and during the night, including the hours arranged for the arrival and departure of the train, the ferry charges are doubled, being one dollar for the double journey for a cab or team to and from the city. This, added to the ordinary cab fare, makes the journey for the mile to the station a most expensive one. Why do not the City Government or the Local, if the ferries are within their control, see to this and have the inconvenience remedied? It seems to me that they are blind to their own interest in not doing so. The city has appropriated \$200,000 for the construction of a roadway bridge across the Red River at Winnipeg, which I suppose might be so constructed as to be used in connection with the proposed South-Western Railway, a contemplated Colonization Road of about 100 miles in length, moving southerly to the southern point of the Pembina Mountains, which, when built, will open up a fine section of country for settlement, and tap extensive coal deposits on the spurs of the Pembina Mountain. Should the expectation about the coal be realized, it will prove a great boon to this section of the country by supplying one of its greatest wants—cheap fuel—and the working the coal will doubtless prove a profitable speculation to its owners.

I saw at Point Douglas a gang of men and horses on each side of the

river, leading up from the water's edge, making two very heavy cuttings, by which it is proposed to run a temporary track down on one side, upon and over the ice when it is formed, and up the other side, for the purpose of transporting rails and materials for the contract now let from Winnipeg westward. But beyond this and numerous surveys I cannot see that any actual progress has been made with this important work. Rumour says divided authority and differences of opinion amongst the engineers are the causes of delay, and another season drifts away and no actual progress is made.

I drove with the Mayor of the city and some other friends down to Kildonan Parish, some seven or eight miles north of Winnipeg. This is the oldest and best settled part of the country, having been the place where the party who came under the patronage or control of Lord Selkirk first took up their abode. Our party called upon one old gentleman about 80 years of age, though he does not look more than 68 years, and he told me that he had arrived with Lord Selkirk in 1815, and shortly afterwards settled upon the farm which he now occupies, and that for over 50 years he had uninterruptedly cropped the same land with wheat without putting any manure on the ground, having an average crop of about 40 or 50 bushels to the acre; but latterly he has found it to his advantage to use manure. I learned from him that he generally has from 60 to 80 head of cattle besides sheep; that he never sows grass seed for hay, as he keeps his cultivated land constantly under grain, and the hay he uses he gets from the Prairie, on which both horses and cattle thrive. Immense stacks of this stood around the barns. I found generally, throughout this North-Western country, a great absence of sheep and pigs, except in the oldsettlement of which I am speaking. The buildings, too, both houses and barns, are larger, better and closer together than in any other part of the country. The cause for the latter fact is that, when Lord Selkirk laid out the land, he got French surveyors from the then Province of Lower Canada to do the work, and they laid them out like the seigniories in their own country, very narrow and very deep, stretching with but a few rods of frontage back into the country for four miles—and in many cases even a greater distance. The inconvenience of this arrangement is now very much felt. I learned yesterday morning of the arrival of two Ministers of the Crown, Hon. Messrs. Aikens and Bowell, accompanied by some of the agricultural delegates from England. I have been told that their experience of the travelling on the Pembina Branch was even worse than my own, and that while they started between 6 and 7 p. m. from St. Vincent they did not arrive at Winnipeg until about 3 or 4 o'clock in the morning. They left for the West the same day. It is to be hoped that their visit will be of service to the country, and it is much to be regretted that the whole Cabinet could not pay a visit of a couple of weeks here to learn what the country needs in order to develop it. Now that they are about to carry a system of railway construction over a prairie country, the conditions and requirements of which are so different from anything that we have in Canada, it is important that they should see what our neighbours do and how they do it, and how well their cheaply constructed roads work, in order to avoid the mistakes and useless expenditures which have been too prevalent in our Canadian construction of railways in the past.

There is no reason why in three years or less we should not have a continuous Prairie Railway to the foot of the Rocky Mountains; and, if the Government go to work at it in earnest, they can yet have the thousand miles that lies between this and the point named before it is possible to have the outlet through the rocky region which they are now building to Lake Superior. The Assiniboine is now navigated for about 6,000 miles in its various windings at certain periods of the year, and the Saskatchewan can be navigated for a distance of 900 to 1,000 miles west. If a cut of three miles long were made to complete the navigation, which could be done at a very trifling expense, through the Prairie soil, to connect the Saskatchewan with Lake Manitoba, it would prolong and open the Saskatchewan navigation through Lakes Manitoba and Winnipeg. The Government should offer a subsidy for a steamer service upon the Saskatchewan and Assiniboine at once; and while our railroad is building it would be the means of facilitating and cheapening its construction in the transport of men and materials, and in the meantime be an easy route during the summer season for emigrants going into the western country. The Hudson's Bay Company have now a steamer on the Saskatchewan, but mainly for the accommodation of their own trade, and do not pretend to carry freight for the general public, except when it suits their own convenience. I had almost omitted stating that I had the pleasure of meeting M. H. Gault, M. P., one of your city members, at Poplar Point some days since, on his way to Portage la Prairie. He seemed very much pleased with everything that he saw in the country and scarcely credited what I told him—that the further west he went the more fertile and attractive the country was, which, however, since his return to the city yesterday, he fully confirmed. In an interview had by a gentleman with a farmer near the Portage, the latter pointed with some degree of satisfaction and pride to a piece of land near his house, which he seemed to prize very much, because, as he said, "*he thought it would stand manure.*" Doubtless some of the readers of these letters may imagine that I have overdrawn the picture and exaggerated the fertility of this country. I do not think that I have done so. I can confidently appeal to any of the many gentlemen from our own city—and a glance at the hotel registers here will show that their numbers are legion—who have recently travelled in this Province for confirmation of the conclusions at which I have arrived.

P. M.

SIXTH LETTER.

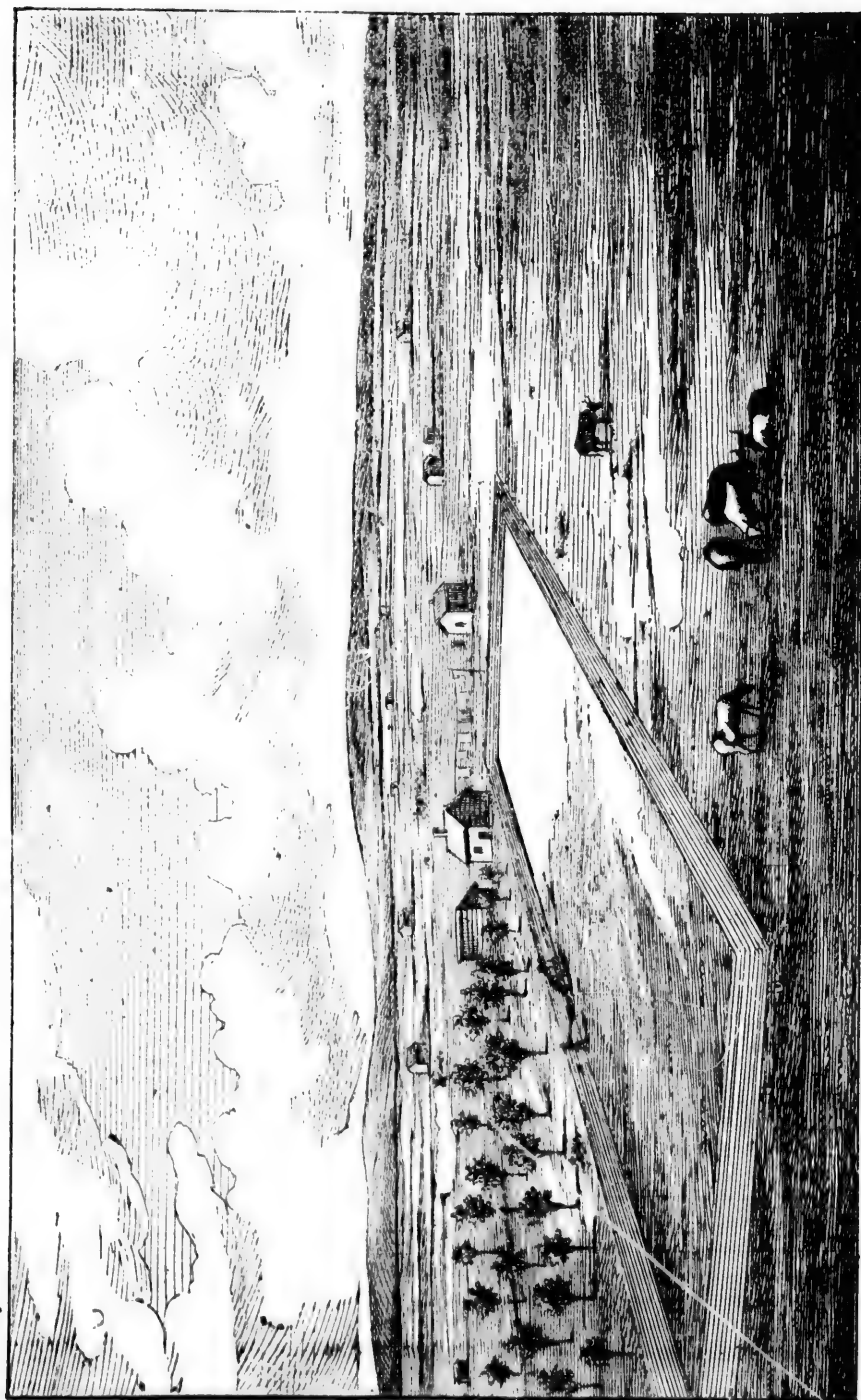
St. Paul, October 18th, 1879.

In my last letter I wrote you from Winnipeg, and intimated that on Monday morning I should start for Montreal. In effect, I started on Sunday night, and, while waiting over, learned that one of the proprietors of the St. Paul and Manitoba Road was going the same

morning. I was delighted when that gentleman, having a sleeping car just forwarded for his accommodation, offered me a sleeping berth, of which I availed myself. Therefore, instead of getting up at 3 a. m. and waiting in the hotel for a bus to take me down to the Red River, and for the steamer to cross the river, at that unseasonable hour, I left to go over the river, and so to the train at 8 p. m. But I found when I got to the bank that the ferry boat had taken to her monthly irregularity of blowing off the boilers, and learned that she always did it on a stormy night. I therefore had either to go back and wait till 3 a. m., or risk it in the dark in a flat-bottomed boat, with about three inches of water in her. I adopted the latter course and got over safely. Fortunately, for me, the forethought of my friend of the sleeping car had induced him to order it to be brought to the ferry, and I was thus enabled to get into it without carrying my luggage a quarter of a mile, which I must otherwise have done, and so got a comfortable bed for the night. About 11 p. m. the rest of our party got over, and from 4 a. m. till 5 a. m., it being still dark, the other passengers got over, and we then started on the celebrated Pembina Branch on our way to St. Paul. The particulars of the journey I will give later on.


Before leaving Winnipeg, let me say again, that the water system is one that was only paralleled by the disgraceful system which existed in Ottawa until the last four or five years, when they got water works. The people are at Winnipeg, as they were at Ottawa, supplied, for domestic purposes, chiefly by carts carrying one or two puncheons, for which they have to pay twenty-five cents a puncheon. This is the only means of water supply that they possess, except from a few pumps, and one or two flowing wells, which flood the country around them, and which, until more effectual means are adopted, might be used to supply the city. In case of a fire, the only recourse is to six reservoirs which are placed at the corners of certain streets, into which the surface water flows, and is retained until evaporation or employment in case of fire exhausts it. Now, as it is the boast of the people of this country that they have scarcely any rain, this supply must be very inadequate and uncertain, and it behooves the city at once to adopt means to get water works, for which it possesses great facilities. At present it is a tinder box, built up mainly of cheap wooden shanties, with here and there a fine brick or stone building, whose stability deserves a better fate than that which is in store for it. The fate of Deadwood City should be a warning, and, as a general conflagration sooner or later will destroy Winnipeg, efforts should at once be made by its citizens to get efficient water works, which can be done at moderate cost. They should also pass a municipal law prohibiting the erection of dwellings which are nothing more than tinder boxes, and the existence of which will feed a great conflagration sooner or later. In the vicinity of the city there is average material for the manufacture of handsome and durable brick. Steps should be taken before it is too late to avoid the errors into which all Western cities have fallen. It is not to be wondered at that conservative Insurance Companies should have resolved not to establish Agencies or take risks until the existing condition of things is altered, as I know has been done within the last four weeks. The rate of insurance is so high that many people are foolishly carrying their own risks rather

than pay the rate asked. One gentleman in a large business in the city stated to a friend that he had \$40,000 of stock, and, owing to the high rates, he would not insure it, but was carrying it himself, and when remonstrated with he said it is paid for, and if it burns the loss will be my own, not my creditors. That is all very well till the loss occurs, as occur it will; but see what damage it may do the progress of the city to have the means of an enterprising man thus paralysed. He should think, too, of the damage it may do to his credit if it becomes known that he runs this great risk. Let me say to the people of Winnipeg that, while in their public buildings they have done themselves great credit, it would, in a pecuniary and every other sense, have been better if they had placed the amount thus expended in water works, and had built them only after they had provided the means of protection. I hope no person will find fault with my remarks on this subject, which may be thought a matter that I have little to do with; but I have written all through, with the utmost frankness, a truthful account of my observations and conclusions. Of the climate of Manitoba and the North-West I have not as yet made many remarks, my opportunities of judging of it having been but limited; but I visited it at a period which, in the eastern portion of Canada, would lead to the expectation of broken or disagreeable weather. I was in the Province eight days, and during that period every day, save one, was as pleasant as could be desired. The weather was delightful, and where I staid, at Silver Heights, five miles out of town, on the second and third day of my visit, the thermometer during the day was respectively 80 and 85 in the shade; the evenings and nights always being delightfully cool. I had not an opportunity of ascertaining what the average rainfall is for the year, but if the statement of the people with whom I conversed on that subject is correct, it must be very light. Mr. Kenneth McKenzie, of Portage la Prairie, to whom I have referred before in these letters, informed me that it was not customary to have rain to any extent after that period of the year before the Queen's Birthday, when they generally had the commencement of their rains for the season. The day, however, looked very lowering and cloudy, and similar signs in the Province of Quebec would have indicated certain rain, but he felt confident that there would be none. In this, however, he was mistaken. We had to travel that day about 75 miles after attending the Agricultural Exhibition at the Portage, and when we got within ten miles of Silver Heights the rain and darkness set in, and I will back both of them for intensity against anything that I have ever witnessed. We thought we could reach our destination and passed the last inn or place where we could put up for the night about an hour after darkness set in. Hitherto, the burning piles of straw which I before referred to served as beacons to light us on our way, and when these ceased our task was not only difficult but dangerous, and the gentleman to whom I was indebted for the pleasure of his company on the journey, Hon. Mr. Howard, said it would be almost impossible, and positively dangerous, to attempt to cross the Prairie that night; as he feared that we were going to have a storm of rain, with thunder and lightning such as in this place are exceedingly severe. We, therefore, turned back about a mile, and put up with very indifferent accommodations at the inn referred to, and we had scarcely got in before



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it rained with a vengeance and for all night. In the morning the outlook was not pleasant, for the roads were perfectly flooded, and the wheels of the waggons carried along with them the grass of the Prairie roads, which in its turn gathered and retained the mud like the hair that plasterers use to make the mortar stick. It was no uncommon occurrence to find from 50 to 100 pounds of this mixture on the felloes and spokes and shoeing of the wheels. Travelling under such circumstances was simply horrible. In that country, the people are much afraid of these storms, and, as many fatal accidents have occurred from lightning, it has proved a perfect Goleonda to the lightning-rod man, for on almost every building I saw, more particularly in country places, there were generally more than one lightning-rod. Indeed, on some buildings not exceeding forty feet in length, I have frequently counted four or five. Notwithstanding this rain-storm, on the second day after the roads were again passable. I was told that it was a rare occurrence to find even one day in a month on which the sun could not be seen. When winter sets in it continues unbroken by thaws or rain, as is usual in our Eastern Provinces, and is of about the same duration as at Montreal. The snow, which falls not more, I was told, than an average of about 18 inches in depth, remains till spring. It is not damp like that of countries in proximity to the sea, but is dry and crisp, and does not drift to the same extent as in Quebec or other seaboard Provinces. In the summer the absence of rain is fully compensated by the heavy dews which fall at night, and I heard of no complaint from the farmers whom I met of any want of moisture for their crops. In the winter occasionally the thermometer goes to 40 degrees below zero, but not frequently; and I was told that, unless accompanied by wind, the cold was not very inconvenient, and owing to the dryness of the atmosphere would not cause so much suffering as in the East is caused by thirty-five degrees of cold. The people generally feel satisfied with the climate. I should judge that it would be invigorating, and for certain pulmonary complaints it is said to be beneficial. It is a wonderful place for growing roots and cabbages. I saw a cart load of the latter in the market, brought by a half-breed, and I should think that four of them would fill a barrel, and heaped measure at that. To conclude, I think the climate of this Province is not an undesirable one, and may, in a word, be described in the language of a very intelligent Railroad American who spoke highly of it to me, and said that Manitoba had all the *fertility of the Valley with the salubrity of the Mountain country.*

One word more on the Winnipeg district before I leave it. I have already stated that the land is very fine, and suitable for cultivation of a very high character, if the proper means be taken to develop its resources. In the city, however, the land in its natural state is not suited for what it ought to be, a *great Chicago of a great British North-West*. It is too wet and retains the rains and snow waters too long to be healthy; and while it continues to have swamps undrained at its rear it will always be objectionable as a place of residence. Let me suggest that they should at once go in for a systematic policy of drainage, under the control of the City Corporation, or what might be still better of the Provincial Government, and in the latter case the plan might include, what is also much needed, the drainage of the district for 40 miles to the west-

ward of the city. Let the expense be a special tax upon the properties benefited, and no one could justly object. It will never do to leave this work to a fragmentary or individual effort, as that must prove a failure. It would be well if the people of Winnipeg would think of these suggestions and accept them, as they are given, in a friendly spirit.

We left St. Boniface at 4 a. m. and arrived at St. Vincent at 10 a. m. I need not again go over the condition of this road. To speak moderately and within bounds, it is not what it ought to be, and is anything but creditable to the Government of Canada. A large amount of money has been spent upon it, and many years have been spent in its construction, though it should only have taken months, and yet it is very incomplete. The bridges look very dangerous, the rocking and pitching of the cars should not occur, and in many places the mud is squashed over the tops of the sleepers. I find no fault with the slowness of the running. In that I think the parties who control the road are quite right, as any greater speed than that run at present, some 12 to 13 miles an hour, would be dangerous. But what about the winter? The road is not ballasted, though a small party, I was informed, were at work upon ballasting; but, judging from the past, they will not get it done, or even half done, before the frost sets in, when the work must cease, and the chances are that running on the Pembina Branch will have to cease also, if safety is to be considered. Again, let me say that if the Government did a wise thing, and a prudent thing, they would arrange to have the management of that road in the hands of the people who control the St. Paul and Manitoba Line, and the public would then get through from St. Paul's to St. Boniface in seven hours less time than now. The departure and arrival could be so timed that it would not happen, as now, in the darkness of the night, and I am informed that the Company are prepared to deliver freight and passengers at St. Boniface at the same freight and fare as they now get for their delivery at St. Vincent. If this is so the people of the North-West are out of pocket all it now costs for transport over the branch. At present the St. Paul and Pacific people arrange the starting and running of their trains to and from St. Paul to suit the Red River steamers of the Winnipeg and Western Transportation Company, which are now in connection with their line; but they are prepared to make satisfactory terms if a reasonable arrangement can be arrived at with the Government of Canada. I am quite aware that it will be objected to that this suggestion would be placing the road which forms the entrance to our magnificent North-West heritage under the control of an American Company. If there is any practical foundation for this objection the thing cannot be made worse than it is at present, as that Company possesses the only line which approaches or connects with Manitoba. There is no grounds for fear in this objection, as the four gentlemen who own the St. Paul and Pacific are all Canadians, and are interested in seeing our great North-West filled up, as the more that pass over their road the more their railway earns and the more money they make, whether the route be by the Lake or by St. Paul. But it may be thought to be their interest, as they are owners of three million acres of land in Minnesota to direct emigrants intended for Manitoba to settle in Minnesota on their lands. As a matter of fact, however, their interest in doing this is very trifling, as their lands are settling up as fast as they

can, and the more the lands of Manitoba are absorbed the more valuable it makes what they still retain in their own State.

Should the Government not do as above suggested, they should at once take the Pembina Branch into their own hands to finish and run it in a way that will enable the public to get the accommodation to which they are entitled. This ought to be attended to in the interests of our great North-West.

We started at five o'clock a. m., and, as it was scarcely daylight, I could not see much of the country for the first hour, but when it got sufficiently light I perceived we were travelling over a country rather higher in elevation than that which we had seen, either at Winnipeg or Portage la Prairie, and more like some portions of the Red River south of Breckenridge—fine fertile prairie lands, but covered with a sort of scrubby brush in many places. As we went on I observed that the brush disappeared, and we opened out into fine prairie lands, such as are found on the upper district of the State of Minnesota; but they did not impress me as being so desirable for settlement as either the latter, or the lands to the west, which I have before described. As we approached Emerson, which is on the boundary between the States and Canada, the land became more attractive, and the latter, which is a town of a couple of years growth, showed striking evidence of progress. The streets were broad, beautifully laid out at right angles, with here and there nice houses, groceries and stores, showing the enterprising and progressive character of this youthful town. The lands in this vicinity, and for 30 miles before reaching it, present great attractions for settlers. I was told that in this region there was an extensive Mennonite settlement some distance to the west of the Red River, which was progressing very favourably, but time would not permit me to stop to see it. Two days before we passed, the prairie for thirty miles was on fire, and the wind being very high swept the flames along at a horse's speed, and left the country thoroughly denuded of grass and one immense extent of blackness, which was not at all inviting in appearance. I noticed that where the line of fire struck the railway, in many cases the track stopped the crossing of the flames. I was struck with the realization in this instance of what Cooper described in his "Pathfinder," and I find that, in fact, it is not an uncommon occurrence, when a person is caught on a prairie with a fire approaching, to start a smaller fire on his own account, and thus clear a space in which he stands, so that he has a space that will not burn cleared before the prairie fire sweeps down about him. The railway thus acts as a guard—the vacant space of the embankments, ditches, and distance between the rails, serving as a break in the continuity of the food for the fire. The settlers who are prudent generally guard their stacks of corn and hay against a prairie fire on the same principle, by using the plough and turning seven or eight furrows round their stock yards, and when the fire reaches the fresh turned soil it can burn no farther, so that the property is saved. In the district near Emerson a good deal of property was destroyed, to the value of many thousands of dollars, just for want of the very simple means to which I have referred not having been used.

The neighbouring town of St. Vincent, a very stirring place, is on the boundary line, and in the United States, and here the Pembina

Branch terminates. We got on to the St. Paul, Minnesota and Manitoba Road, more generally known as the St. Paul and Pacific, on our way home. I had an opportunity of seeing on my return a portion of the line that I had traversed in the night on my upward journey, and it fully sustained by comparison the character I gave of the portions of the line that daylight permitted me to see on that trip, and that I have already described. A considerable portion of this road is only partially ballasted as yet, but they are busy completing it, and it certainly ran very smoothly for a line partially incomplete and is very different from the Pembina Branch. The road bed is much narrower than the Pembina and well thrown up and the ditches clean and altogether a very creditable road; indeed, it seems to me just such a road as we require over our own Western Prairies; it is inexpensive, and quite good enough to suit the country it traverses. The bridges, which are mostly small, are all built of oak piles, and as we passed I could not help remarking how little apparent deflection or vibration they displayed. At Crookstown which we passed, and which is situated on Red Lake River, a tributary of the Red River, we saw a very thriving town of two years growth, with, I should suppose, about one thousand inhabitants, with five large grain stores, and every house and building in it apparently new. It is evidently intended by its founders to be one of the centres of the Western grain markets, and I should fancy it would become so, for about 50 miles on each side of it the fine Prairie lands are being broken up by thousands of acres preparatory to next spring's sowing—it was not at all an uncommon thing to see 16 to 20 horses at work at this business on a single farm. I was told by a gentleman on the train, who was present when the Imperial Commissioners, Messrs. Pell and Read, passed here last week, and went to see the Dalrymple Farm, that they saw on that farm sixty-four sulky ploughs at work, most of them with double mould-boards, with from three to four horses abreast in each, all moving, one after the other, along the furrows in the same field, like several batteries of artillery making a movement in echelon formation. Such a sight could scarcely have been witnessed in any other country in the world. There are two other nearly as extensive farms, one owned by Mr. Cass, and another by Mr. Grandor, alongside of the Dalrymple Farm. These farms are from forty to fifty thousand acres each, one-third under crop. Not far from this, at Stevens' Station, your townsman, Mr. William Stevens, has taken up about 4,000 acres of land, and expects to have next spring 25 to 40 horses and oxen at work breaking it up. The location he has selected is an excessively fine one—a fine clear prairie, which grows, spontaneously, hay suitable for his horses and cattle, which he gets cut, made, and put in stacks, for about one dollar and a-half a ton. His lands front on the Tamarac River, a very nice stream, about forty feet wide, but not deep, and which is skirted with a growth of oak timber, for about 50 to 100 feet along each of its banks. I was informed that most of the lands along this section, bordering on the railroad, were already taken up, although the line has only been open about a year. The railroad and the United States Government have each alternate sections, and settlers generally locate on 160 acres of Government land as a homestead, and pre-empt another 160 acres, and then buy from the railroad whatever additional quantity they require. Very liberal terms are

given them, the price being \$5 per acre in five years, with a reduction of one-third if within three years they break up one-third of the land. In the State of Dakota the Government gives 20 years to pay for the land, and charge \$1.20 an acre, and 6 per cent. interest till paid, and if the settlers plant ten acres of trees on their quarter section, the State exempts them from taxation for ten years. Should they pay cash and break up one-third of their allotment, 33 $\frac{1}{3}$ per cent. deduction is made in the price of their purchase. This is a more liberal policy than that laid down by the Government of Canada, who only give 80 acres of a homestead, and a right to pre-empt a like additional quantity, but none of it within a certain distance of the railway called the six mile belt. Yet I think the policy of our Government is not illiberal, and if they push on the railroad the people who settle ought not to growl, as they are doing, when they get 80 acres of such land free with a chance to get as much more as they can pay for. Still I must say that great dissatisfaction is expressed on all sides in that country about these regulations. The people of Manitoba must not forget that the Parliament of Canada have been at a great outlay, and have voted large sums of money towards opening up the North-West, and that they have held forth to the public creditors that the lands through which the railroad passed should repay the monies which were borrowed for their construction. The land outside the six mile belt is as good as that within it, and should satisfy settlers who want it for nothing. They really have little reason to find fault, though, I admit, that the present arrangement is not as attractive to settlers in our country as the terms offered by our neighbours of the States, and the Government of Canada have to face that difficulty. What they have now to consider is not whether they have been sufficiently liberal, or whether 80 acres is enough to give for nothing as a homestead, but they have to look and be guided in this question of land regulations exactly as they are in matters of trade. They must be governed by the policy of our American neighbours, and if the States upon our border, with lands illimitable almost in their extent, and as attractive in their fertility as our own, offer 160 acres where we only give 80, and pre-emption in the same proportion, with railroad facilities far beyond ours, our lands will remain unoccupied, while theirs get settled. I think, therefore, that the true policy of our Government is at once to revise the land regulations, and to make them as liberal as those of our neighbours—allow a homestead to be taken *anywhere, either within or without the six-mile belt*, and while acting thus liberally reserve within that belt each alternate lot as a source from the sale of which a railway fund can be raised. The very settlement and improvement of the homestead will enhance the value of the lands adjoining, and as the belt gets settled, those outside of it will acquire a value equal to that originally possessed by those within the limit. What we have to fear in relation to our Government lands is the tendency of speculators who go in and buy them up in large quantities and let them lie idle until, by the settlement of the adjacent lands, their own have increased tenfold in value. Some remedy should be provided for this by an absentee tax or a tax on wild lands, which would be only just. It was attempted to apply a remedy of this kind; but it was exceptionable in its character, and was held to be "*ultra vires*," and set aside by the Courts. Nevertheless, there

is no grievance without a cure, and the sooner this one is applied the better.

But, to resume my journey; we proceeded for some hours from Crookstown southward, and reached Glyndon, where we saw Mr. Sanford Fleming on his way to Manitoba, as it is said, to settle the points of difference which have arisen among his staff there, as to roads, bridges, &c., &c., &c. It is a great pity that Mr. Fleming's duties could not have permitted his visit in the spring, as in that case I believe the country would have had a railway well advanced for forty miles beyond the Portage. It is none of my duty to advise, but, were I in his place, I should lose no time in taking the Government team of horses and waggon and driving over the country from Winnipeg, nearly as straight as the crow flies, taking with me a gang of men to drive the guide pickets for the road at once, and setting the contractor to work as each mile was staked off. There may be a few points requiring engineering skill, but they must be few indeed, and in these cases the numerous staff might be put to work. If this course is adopted we may yet have some miles of railway west of Winnipeg before the winter sets in. In a prairie country, such as Manitoba, outside the crossing of the rivers, there is little to engineer about. Mr. Fleming is a man of judgment and good sense, and now that he has an opportunity to distinguish himself by rapid railway building, I hope he will do it. Glyndon is an embryo city of the plains, situated about 155 miles south of the boundary line. It is yet in its youth, but, like Crookstown, gives evidence of a great future. It is the point where the Northern Pacific crosses the St. Paul and Manitoba Road, and is connected with Duluth and the western limit of Lake Superior by a direct line, distant there from two hundred and forty miles. The traffic that goes over the Lakes and by that route to the North-West of Canada or the North-Western States of America, must all pass this point as must also that which goes north from Chicago, and as there is now little doubt that the new organization which has control of the Northern Pacific will build that line through, we shall find in it a severe competitor for our own Canadian Pacific, in the transport from ocean to ocean. Sixteen miles further we reach the junction of the branch of the St. Paul and Pacific, which I have described in a former letter as in process of construction and to be completed by December next. This, though called a branch, is ultimately to become the main line, and will shorten the distance about 23 miles from St. Paul to Manitoba. While proceeding 17 miles further on, we reached Breckenridge, a place of some importance, and the point selected in the new route of the cattle drovers from the south for the transport of cattle for shipment by rail eastward. From this point to within 80 miles of St. Paul the country is very much of the character already described; but the remainder of the district gradually loses its prairie aspect and assumes more that of a wooded country, much like portions of the territory west of Milwaukee, which I will hereafter refer to. We reached St. Paul at 10 a. m. on the second day after we left Winnipeg and performed the distance, about 484 miles, in 30 hours. When the St. Paul and Pacific Road is thoroughly ballasted and the Government takes the Pembina Branch into its own hands and puts it in order and runs it properly, the time should be reduced by at least seven to eight hours.

Before I leave this part of my subject, let me say that no traveller who understands what land is, and observes the conditions which make it desirable as a place of settlement, can do otherwise than conclude that this northern part of the States of Minnesota and Dakota, with the Valley of the Red River running for 500 miles through them, and with an average breadth of 40 to 50 miles, will in their immediate future be one of the great wheat-growing regions of the world. This I am informed was the conclusion at which the Imperial Commissioners arrived, and it is reported by the press that their calculation of its wheat-growing capacity was 200,000,000 of bushels per year.

I remained in St. Paul eleven hours, taking the evening train for Chicago at 9 p. m., and in the meantime availed myself of the opportunity of giving you another letter of "Notes by the Way."

P. M.

SEVENTH LETTER.

Montreal, October 25th, 1879.

In my last letter I described my journey to St. Paul, at which place we arrived at about 10 a. m. and left at 9 p. m. We traversed that portion of the State of Wisconsin by the Northern Road to Minneapolis and thence by the Lake Shore to Chicago, at which latter place we arrived at 4 the next afternoon, Tuesday, and leaving there at 9 p. m., *via* Michigan Southern and Grand Trunk, arrived at Montreal at 8 a. m. on the morning of the following Friday, having made the trip from Winnipeg to Montreal in four days and four hours, including more than nineteen hours in St. Paul, Chicago and Toronto.

I have already described the portion of the journey from Chicago towards St. Paul, which was made during daylight and which, as I before stated, did not impress me favourably. The portion travelled in the night on the upward journey we passed over during the day on our downward one, and while it was less striking and majestic as a pure question of scenery, it was in everything that pertains to practical profit a much more desirable country, and still not at all wanting in picturesque scenery. From the time that daylight enabled me to see the ground we were travelling over, until we reached Milwaukee, the character of the country gradually improved, and, though wanting in the fertile stretches of prairie land which I have heretofore described, showed in the appearance of the farms a degree of cultivation, improvement and care in the working of the land, with a style and neatness in the buildings, of which there is a great absence in the north-westerly regions heretofore described. The land was generally undulating, lighter in colour, and, as I should suppose, poorer in quality, than the prairie land of the west, with here and there rocky boulders (limited in extent), scattered over the face of the country. The land, as we progressed, had not that uniform character which the valley of the Red River possesses,

but was in some places light and almost sandy in its composition. Yet all along the route it was continuously settled and gave evidence of a degree of careful cultivation, though upon limited areas which, if employed on the western prairie lands of Minnesota, would surely result in increased wealth to the possessors. The railway over which we travelled was in excellent condition, though it must have cost much less than our railways in the Dominion; but, as I learned from experience, was capable of a very high rate of speed. In all the counties to the west of Chicago, the road-beds are much narrower than they are in Canada, and must have cost in their construction very much less money. I repeat, therefore, that we in Canada would do well to adopt a system which has proved so successful in the States, and which would enable us to build a greater extent of railway than we have hitherto done for the same outlay. The bridges, under a certain limit, and except over large rivers, are all built, as they are in the west, on piles, chiefly of oak, and seem to answer the purpose of the immense traffic and trade which they carry. As described in my last letter, they have scarcely any vibration when the train passes over them.

We reached Milwaukee about noon, where we dined at the hotel at the station, which I found to be one of the most comfortable and best arranged of the kind on the whole journey. It would much conduce to the comfort of travellers if the western portion of our journey gave as much satisfaction in attendance, cleanliness and food, as we found at this hotel. Milwaukee is a city of about 160,000 inhabitants, and is the only rival and competitor which Chicago has had hitherto for the trade of the North-West. For years, while Chicago continued to increase in the volume of her trade and the numbers of her people, Milwaukee was almost at a standstill; but in the last eight or ten years a change has come over her, and, though our stay was so short that I had not much time to form opinions from personal observations, I could not help being struck, on my approaching the city, with the *booming* character which it displayed for two miles before we reached its boundary. We found great ranges of cattle and hog-pens all along the line of railway, giving evidence of the extent to which the trade is prosecuted; while in sight was one of the most extensive hog and cattle-curing establishments that I have seen on the whole route. The ice-house alone of this establishment seemed to me to be half as large as the Windsor Hotel, while the buildings appeared, in the hurried glance which I had of them, to cover several acres of ground. As we entered the city, we seemed to pass, on either side of the road, between immense lumber yards, while extending up and through them, and parallel with the railway, was a canal or arm of the lake, on which were many vessels, almost all of which were discharging lumber. This city seemed to be a centre of a large wood trade; the lumber cut into all dimensions, and for this commodity it seemed to be a great distributing point. In view were numerous elevators for the storage and movement of grain, which is the great staple trade of this city. These elevators were more numerous, so far as my personal observations went, than any that I saw on my journey, although they must be less so, in fact, than in Chicago, judging from the relative trade of the two cities. The residence part of the city is situated very much like that of St. Paul on a high bluff—a position I should imagine of a very

healthy city and superior in that respect to Chicago. The buildings are handsome—chiefly of cream-coloured brick made in the vicinity, and the streets are generally well laid out and beautifully graded. The people, as well as the city, strikes one as possessing a good deal of “jump” about them, as these western men express it—we might call it progress—and, beyond peradventure, it is bound to be one of the great centres of Western trade. Its railway connections west and south may be stated in thousands of miles; and it is extending them northwards, in such a way as to tap the trade of Lake Superior and of North Michigan. One line runs to Bayfield, through the centre of the State, and taps Lake Superior at that town, opposite Duluth, while half a dozen others extend from the city, towards Green Bay, from whence a road extends to the shores of Superior at L’Anse and Marquette.

We left Milwaukee, and in 3½ hours reached Chicago, skirting the shores of the lake. The land on this portion of our trip continued to improve, as did the appearance of the farms and the buildings of the settlers. I do not propose to remark upon the portion of the journey east of Chicago, but will now conclude these my “*Notes by the Way*” with a synopsis of my observations and conclusions on the States and Provinces through which I passed, and on those adjacent. So far as regards “*Wisconsin*,” while a considerable portion of it was tolerably attractive, I cannot say, from what I saw of it, that it impressed me as a State which would present very great attractions for agricultural settlers when compared with Minnesota, Iowa and the Territories of Dakota and Montana, or the Province of Manitoba or the Canadian North-West. Of course, my opportunities for observation were limited and confined mainly to the passing glance obtained from a railway train; but I was informed that a great portion of the northern section of it was covered with very valuable forests, and that with the forests of Michigan, it furnishes the lumber required for the consumption as well of the Atlantic as of the Middle and Western States. Through its northern section, and that portion of the State of Michigan which forms the peninsula, which stretches from east of Duluth towards Sault Ste. Marie, and which is said to be well wooded, but not desirable for settlement, is the proposed route of the railway from St. Paul to the Sault, intended to connect, as I before mentioned, with our Canadian Pacific. I have already referred to the importance of this route for the promotion of the trade of Canada, increasing the volume of traffic over our Canadian Pacific Road, and making Montreal the point of export for the corn and cattle of the west. Should the project now actively agitated in the North-West, and which has recently occupied the attention of our Montreal Board of Trade, of a direct line from St. Paul to the Sault be carried out, it will be of vast importance to the trade of the lakes and the railways of Canada. It requires but 224 miles to be constructed on the Canadian side and about 100 from the Sault to Marquette, to give through connection now, which would tide over the period until the better project of the direct line was completed. I do not require again to go over the reasons why wheat would be transported from Minnesota, Dakota and other North-Western districts over this route, the fact of it being 500 miles shorter to the seaboard and to Liverpool by this than by any other route would command the trade, especially the enormous cattle trade, which, though yet in its infancy,

has become a great source of wealth to the western country. I have said it is yet in its infancy, and it is so, though the figures and statistics of the stocks and exports startle one even now; and the inducements as an investment which that trade offers are so great, that it only requires to be presented to attract attention.

The exports of cattle from the State of Texas alone, during the past twelve months, numbers about 300,000, while the stock-raising in Kansas and Montana has more than quadrupled itself in less than three years; and then we have Nebraska and Dakota, and the still more western regions, which will swell and enormously intensify the volume of that trade. In a former letter, I stated that the line of transit for this cattle trade had, during the present season, changed, and that, instead of shipping them from the nearest point of railway in the south, that they had tried the system of driving them by easy stage north, through the prairies of the west, feeding and fattening as they go, until they reach the vicinity of Bismarck, on the Northern Pacific, whence they are shipped by rail to Minneapolis or St. Paul. If the direct road to the Sault were built that immense trade would be diverted over our Canadian railways and canals, as the coolness of the atmosphere and shorter distance of railway travel makes it a more desirable route. My remarks, in relation to this matter, have chiefly been directed to the trade of the American States and Territories; but what will be said of it when we include our own great North-West, equalling and I believe surpassing in fertility, as well as extent, the whole of those States and Territories to which I have referred? In the North-West of the Dominion this cattle, sheep, and hog trade has as yet scarcely any existence, but that is not because we have not equally good facilities with the States and Territories to the south of us. It is only because we have not had railway facilities for getting into and out of the country, and because public attention and capital has not yet been directed to what, even in the States, is comparatively a young trade. But ten years will make such a revolution in this trade as will astonish even the most sanguine, and the Canadian North-West, ere that time arrives, will be occupied by herds of cattle, which will be counted by hundreds of thousands. I noticed in an English paper, which came by the last mail, that, in speaking of the reports which were sent by Messrs. Pell and Read and others who had visited America to examine and report in reference to the future food supply of this continent, that they came to the conclusion that the English farmer would have to abandon the wheat crop, as it could be raised so much cheaper in America, and would have to take to the raising of cattle. The remedy is worse than the disease. If they do not raise corn and compete they cannot raise cattle, as it is cheaper, finding their own food all the year round in the West, cost less except for looking after, and can be raised immensely cheaper than by the English farmer on his highly-taxed lands which pay a rental of forty shillings per acre on the average. The only advantage the English farmer has is the cost of transport, and that, the well-organized ocean and railway system of transport has shown, is no barrier to American competition.

In my travels I met a very intelligent railway man, who thoroughly understood the importance of cheap transport to the development of western cattle growth. He informed me that a large proportion of the

cattle of Kansas, Montana and Dakota were owned by persons who did not manage them themselves, and, in many cases, did not even live in those States. They put their money into it as a large interest-paying investment, and it is not an uncommon thing to find an interest held in herds of cattle by lawyers, merchants, bankers and mechanics in exactly the same way as the tonnage of a large portion of our sailing ships is held, in the Port of Yarmouth in Nova Scotia, where a large proportion of the tonnage is held in sixty-fourth portions, the owners comprising all classes from the parson or banker down to the cook or labourer. These people cannot navigate or manage the ship themselves, but they employ what is called a ship's husband to do the business and a master to sail her. So with the capitalist of the West—if he desires to invest in cattle he cannot attend to it himself, but he employs a person who can—one who selects the ranges, moves the animals when necessary, attends to the rounding up and marking, and drives those that are for the market to the place of delivery, disbursing all outlays and superintending sales and all business connected with the herd. For this he generally receives one half the increase, the man who owns the herd getting the other half. The returns which a capitalist gets on his money invested is in a herd of cattle never less than 15 per cent., on sheep 20 per cent., and on horses much greater than either. Another plan is for the manager to take the herd furnished by the money of his principals; the latter retaining the title to the animals. He finds a suitable range and pays all the expenses until he has paid back to the investor a sum equal to the money that the latter has put in and interest at ten per cent.

The manager then is owner of one-third of the business, and receives thereafter one-third of the profits; expenses being first paid out of receipts. This system meets the approval of respectable men in the west, and upon this basis they are submitting to Eastern men the raising of Stock Cattle Companies in considerable numbers. The herds are branded in the spring and turned out on the prairie, and generally no more attention is given to them until spring, when they round them up, brand the calves, select those they intend to sell, and turn the balance out again. Of course, some cattle stray away or are stolen. Careful managers generally employ one man to every 1,500 to 2,000 cattle, and his duty is to ride about the outskirts of the drove, follow any tracks of cattle which may have strayed, examine the neighbouring lands for stray cattle and recover them if any. This is all the help or experience that is required, except in the spring, when, for the rounding up or coralling them, as it is called, a few extra men have to be employed for a few weeks.

In starting a new herd, cows, bulls and yearlings are bought, the older cattle costing \$15 to \$25 a head; the calves, not being counted yearlings, from \$5 to \$7 each. The average cost of raising a steer, not of course counting interest on investment, is from 80 cents to one dollar a year, so that a four-year old steer, raised from a calf, costs about four dollars when ready for market. He is worth at the place of production about \$16 to \$20, and if driven to a point for railway shipment, at least \$25. My informant states that, when taking into account the loss of interest on capital invested before returns commence, which will not be till the second or third year, including all expenses and ordinary losses

the average profit of raising cattle in these western territories, would average at least 30 per cent. per annum, and he said some well-informed men placed it at 40 or 45 per cent.

The raising of sheep is not, as a rule, carried on in the same districts as cattle. They may be bought this year at from \$3 to \$3.50 a head. They are generally, as a rule, in herds of from 2,000 to 3,000 each, and have to be corralled or fenced in each night, to prevent the depredation of dogs, wolves, and other wild animals. In these some hay has to be provided, in case of deep snows, and prudent men erect sheds to shelter them against the severe storms which occasionally occur. Although the cost of sheep-raising is greater than that of cattle, the profits are larger, and the returns come quicker, inasmuch as cattle take about three years to make returns, while sheep give wool the first year, and after that a continual increase of 80 to 100 per cent. in numbers. This western country has been largely stocked by sheep driven in from California and Oregon, which States are, from the broken character of the country, especially adapted for the growth of sheep. It may be that many people who read these "Notes by the Way" may consider much that I have written as not having for them special interest; but, as I write for the purpose of giving my impressions on this great western land, it is possible that, to intending emigrants, the brief sketch of this trade may possess some interest. I will give an example. Col. G——, four years ago, purchased one thousand ewes at a cost of \$3,000, which he put in charge of a man, who agreed to select a range or ranch, pay all expenses, and accept therefor one half the wool produced and one half of the increase of the flock. On the expiration of the four years a settlement was made, and Mr. G—— received back one thousand of the best ewes that the flock contained. He had also in the meantime received for his share of the proceeds of the wool \$6,500, and for his share of the sale of the increase of sheep, \$8,000. The result of his investment was a profit of \$14,500 for the four years on \$3,625, or 121 $\frac{2}{3}$ per cent. a year. Of course, added my informant, every one is not as successful in the selection of a good man, nor are such favourable circumstances always met with, but a fair average profit may be taken at 50 or 60 per cent. And, even in case of unfavourable casualties of an extraordinary character, he said, I have never known a loss on the investment, as, for instance, one man was driving a large flock, and was caught by a severe snow storm in an unfavourable place, and lost one-half to two-thirds of his flock; but at the end of three years, when he settled up, he found that the remnant of his flock had done so well that on his original investment he was able to pay 25 per cent. per year. In the circulars issued by the Railroad and Land Companies of the Territory of Montana it is alleged that the number of cattle now in the Territory is 500,000; of sheep, 250,000. The wool clip of the year was 1,000,000 lbs., and the average price for which it sold was 20 cents per lb. Of horses and mules, of which there are large droves, the statistics were not given, but it was stated that their numbers were very large and the profits thereon much larger than those made either on cattle or sheep. I could not get in my hurried visit the statistics of the stocks in the other Western, South, and North-Western States and Territories, but as Montana is a much more recently settled Territory than many others, it may fairly be assumed that an equally

large wealth in stock exists in the latter. I learned that the export of cattle alone from Texas was over 300,000 for the past year. When, therefore, we consider the stretch of territory from Texas through Kansas, Nebraska, Dakota and Minnesota, to say nothing of States where cattle and stock is raised, but not made a staple, the production must be simply immense. In some of these States the chief staple is cattle, such as Texas, Kansas and Minnesota and Dakota, while in Nebraska the staple is sheep. In none of these Territories, so far as I could learn, was hog a staple crop. That stock is more immediately confined to the corn-growing States, such as Iowa, Illinois, and others of that class, and is looked upon as a very profitable crop. On a railway circular of one of those States, after describing the advantages it possessed, and giving a description of the immense corn production, it wound up the *all-gia* in these words: "*You bet a man is a long way from home in a State where corn don't grow.*"

I have thus taken up a considerable—by some it may be thought too much—space with a description of the meat production of the Western Territories of the United States. Indeed, I was yesterday told by a gentleman who had read my letters, that it was unpatriotic to make such statements in favour of a foreign country, as they might possibly have the effect of checking the stream of emigration to our own North-West. "But," said I, "it is all true." "Truth," said he, "should not be told at all times, especially if it injures our own country." My answer was, "You make a mistake." I have written the truth about these States and Territories for the information and guidance of settlers, because every condition which exists in the Territories I have described can be found under quite as favourable circumstances, and to a much greater extent, in our own great North-West. If this immense cattle trade is being developed in such great vigour and extent in foreign States, is it unpatriotic to call attention to its applicability to our country? Ignorance of our resources and a want of progress is what is killing the advancement of Canada. Let any one take up one of the old maps and he will find that in the centre of the American continent is laid down a desert where those fertile, wealth-producing States are now constituted. Does one out of a thousand know that even greater fertility exists in our country to the north of these States? We have none of those immense flocks and herds, nor have we the projected companies of capitalists for supplying the means to place them there, though we have every advantage of soil, position and climate, that any of the Territories which I have described possess. There is on our boundless prairies annually growing the food for millions of stock, and annually fading away for want of the stock, to make it convertible into money. U. S. Consul Taylor, a many years a resident at Winnipeg, within a couple of weeks, thus spoke at a dinner given at that city to Messrs. Pell and Reed, the British Commissioners, who visited our country to report upon the food supply of this continent. Speaking of the three zones of the three great staples, cotton, corn and wheat:—

He fixed the wheat zone as comprised in Canada, Wisconsin, Minnesota—and Michigan partially; but three-fourths of the great wheat-producing belt, he said, lay north of the boundary. There the future bread supply of America and the old world too would be raised. . . . The area of this zone was equal in capacity to four

States as large as Pennsylvania; as a granary for the world, this zone could only find its rival in the wheat districts of Southern Russia. . . . He had spoken of the all-important bread supply; he now wished to allude to that which was also of very great moment, viz., the meat supply. In his opinion the beef raised in the northern district to which he had referred would be found to be superior in quality and superior in quantity to any that could be raised even on the plains of Texas and the adjoining States. Already he had been told the cattle owners in these States had been obliged to drive their herds to Montana for winter pasture, even now they were under the necessity of coming as far north as the Yellowstone, a region about the equivalent of this in its adaptability to the wants of these great cattle kings.

This, Mr. Taylor said, he mentioned as illustrating his proposition that the supply of animal food and of breadstuffs for the old world as well as the new must be largely drawn from the area now attracting the attention of their guests. He commended these facts to their careful consideration and also to that of the people of the adjoining districts in the United States.

This is the testimony of a gentleman well acquainted with the North-West, an American citizen of the United States, resident at Winnipeg.

Mr. Commissioner Pell then spoke, and endorsed Mr. Taylor's statement of the resources of the country, as follows:—

Of course, it would not be expected that they could ante-date their report; and accordingly he must not give expression to any very precise ideas through which an opinion could be formed as to what that report would be. (Hear.) It had been very ably sketched by Consul Taylor already. (Cheers.) It was a pity the hon. gentleman had not to write the report, or at least assist in its compilation. (Hear hear.) The general view taken by that gentleman was no doubt the correct one. He (Mr. Pell) felt comforted in the thought that if they were to be dusted to death it would be with Canadian flour (laughter,) which, of course was preferable to being done for by the U. S. flour. (Laughter.) From that quarter Englishmen got abundance of excellent pork; but, true to their traditions, they only ate it when they could not get beef. With his colleague he had visited a good deal of this Province—looked at it more cursorily than they desired, but still with the eyes of practical men who were so far acquainted with the cultivation of land as to have almost an instinct on the subject—and, as such, he believed that in this Province and the North-West the country had all that was necessary for the production of very good wheat—excellent samples of which he had seen. (Cheers.) Whether or not, it was the policy of the Dominion Government to facilitate the transport of their grain to market, by giving them early railroad communication—this was a point they could decide for themselves. He was inclined to agree with the suggestion that the quicker railroads were pushed into the country, the quicker would the country be turned into good use—to good use for Canadians at least—although whether it would be for the good of English farmers remained to be seen. (Hear.)

His colleague Mr. Read spoke thus:—

He had seen land in this district which his limited experience led him to believe the very best land for cultivation that the world ever produced. Everything seemed to favour the production of wheat—a favourable climate and a soil which was one large mass of rich alluvial, ready, apparently, to give the richest returns with the easiest work. (Cheers.) He did not know what soil they could have better, or with more advantage.

Dacota, the territory lying immediately to the south of our own country, is fast developing into a great cattle-producing State, and why should not Manitoba and the North-West do so also?

The reason is very clear and so is the remedy. The public have

had no means of getting into our country, except at times by an eight or ten days' journey from St. Paul's on wheels or sleighs. Hence they did not go there, and therefore remained ignorant of its resources. The remedy is speedy construction of railways from Winnipeg west to the foot of the Rocky Mountains, and then we shall see capitalists gladly seize the opportunity to establish flocks and herds upon our boundless prairies as an interest-paying investment, as they have so successfully done in Montana and other Territories.

The time is propitious for it in this era of Bank failures. The Banks of the Saskatchewan, the Assiniboine, Red and Peace Rivers never fail, at least to give a good return, when ordinary industry and judgment is exercised. In speaking with a prominent Railway and Land Company representative on the above subject of the North-West as a region for settlement, he gave me an instance, which came under his notice, of a man who came to him last spring and told him he had \$600 and wished him to tell him how he could best use it to support himself, wife and three sons. My informant advised him to buy a quarter section of land in Iowa from his Company, 180 acres of land, which he would let him have four years to pay for at seven per cent. interest, only requiring the first year's interest in advance; and as he could not get the land ready for wheat in time for that year, because it takes the sod six months to rot for that crop, he advised him to sow it with flax seed. He followed this counsel. He then put up a small house for his family, and, after paying for his plough and other farming implements and team, found his means pretty well absorbed—yet, from the proceeds of that flax crop sown on the fresh broken prairie, he, in six months, paid for the land in full, \$900.

I recently saw an able article in the *Philadelphia Press*, which contained so much valuable information, and so well put that I have extracted it for insertion, and it fully confirms what I have heretofore written about the magnificent country we possess. The writer says:—

The greatest wheat-growing region in the world is now being opened to settlement. The largest and most productive portion lies within the British Province of Manitoba in North America. It is sufficiently prolific, when fairly cultivated, to make England independent of the United States for breadstuffs, and to create a powerful rivalry with us elsewhere. On both banks of the Red River of the North, from its source to its entrance into Lake Winnipeg, and on both sides of the international boundary between Canada and the United States, exists this territory. Thence the fertile belt, of which it is the western extremity, sweeps in a north-western direction some 300 miles along the course of the two Saskatchewan rivers, and forward to the Rocky Mountains of the West, embracing an area, says a writer in the *Nineteenth Century*, of at least 200,000,000 acres, nearly the whole of which is to-day untouched prairie of the richest description. Since the construction of the Northern Pacific Railway has been resumed, this region has been made accessible by the trunk line and lateral roads to immigrants. Within a few years the city of Winnipeg, at the junction of the Red River and the Assiniboine, has sprung up from an Indian post of the Hudson's Bay Company to be a well-built town of 8,000 inhabitants; steamers have been introduced into the two rivers that unite at her wharves, and a continuous railway, 460 miles long, connects this Canadian city with St. Paul, the capital of Minnesota. In seven months, ending March 31, 1878, there were sold by the United States Government and the railways in Minnesota and Northern Dakota 2,550,000 acres for actual and immediate settlement. In Manitoba and the Saskatchewan district, across the Canadian boundary, 3,000,000 acres of wheat land were allotted last year to actual settlers in this Province alone.

The settlers in the Red River region are of the most substantial character—well-to-do farmers from the older States, from Iowa, Wisconsin, from Canada, and especially from the best parts of Ontario. The dominant nationalities settling on the Minnesota farms are Americans, Scandinavians and Canadians in about equal proportions. They have been attracted to this remote part of the North-West by the peculiar advantages of its soil for wheat-growing. Thirty bushels to the acre is the average, while it often yields forty or fifty bushels. Thirty bushels to the acre of the first crop clears all outlay up to that time, returns the capital invested and leaves a first-rate fenced farm in a high state of cultivation for succeeding agricultural employment. "Where else," says the writer to whom we have referred, "is there a business that in twelve months repays all advances of its purchase and establishment, and leaves as a profit a money return and plant worth four times the original outlay? It is this enormous profit that is bringing so many heavy capitalists into the ranks of this novel immigration, and inducing men who have already worked themselves into good position to abandon for a time the amenities of a settled life and embark once more in pioneer farming." A Mr. Dalrymple, in 1877, had 8,000 acres under cultivation. They yielded him twenty-five bushels to the acre, or over 200,000. His total outlay for seed, cultivation, harvesting and threshing was under \$10 per acre, leaving him a margin of \$15, or \$120,000 on his 8,000 acres. This was in Minnesota, but north of the Canadian line they get a much larger yield than this, and in twenty-seven miles along the Assiniboine river in 1877 over 400,000 bushels were harvested that averaged considerably over thirty bushels to the acre. In the North-Western Provinces of Canada wheat often produces forty and fifty bushels to the acre, while in Southern Minnesota twenty bushels is the average crop, in Wisconsin only fourteen, in Pennsylvania and Ohio fifteen. Cultivated plants yield the greatest products near the northernmost limits at which they grow. In Prince Albert and other new settlements on the Saskatchewan forty bushels of spring wheat, averaging sixty-three pounds to the bushel, have been raised. In the Southern latitudes the warm spring develops the juices of the plant too rapidly. They run into stalk and leaf, to the detriment of the seed. The extent of this enormous and rich British territory is comparatively unknown in the United States. It is estimated at 2,984,000 square miles, whilst the whole of the United States south of the international boundary contains 2,933,000 square miles. In its centre is Lake Winnipeg, three hundred miles long, fifty to sixty miles wide—the future Black Sea of Canada. At three of its four corners it receives the waters of a large river, the main trunk of a hundred smaller ones; at the remaining north-east angle a fourth and larger river, the Dardanelles of the system, conveys the accumulated waters of nearly a million square miles into Hudson's Bay. This Lake Winnipeg receives the drainage of the future wheat field of the world. The Saskatchewan from its debouché into the lake eastward from the Rocky Mountains by one branch runs over a course of 1,054 miles and by the other 1,092. One of the branches has been navigated by steam over 1,000 miles, and the other nearly the same distance. The two Saskatchewan drain what is specially known as the "fertile belt," containing not less than 90,000,000 acres of as fine wheat land as can be found in any country. Through their whole length they run through prairie land. The united length of the three main rivers, with their most important affluents that pour their accumulated waters into Lake Winnipeg is not less than 10,000 miles. The outlet of this magnificent water system is the large river Nelson, which discharges the surplus water of the lake into Hudson's Bay, and which can be rendered navigable for steamers to Port Nelson, a point eighty miles nearer to Liverpool than New York is. All this magnificent region of prairie, river and lake is British territory. Within five years it is calculated that 4,000,000 acres of this fertile prairie land will be under wheat cultivation. This means an addition to the wheat products of the world of 100,000,000 bushels. The exports of all America to the United Kingdom from the 11th of September, 1877, to May 11th, 1878—the eight shipping months—was about 100,000,000 bushels. This amount, large as it is, is not more than may be expected within the next few years to be the annual production of this new wheat field of the Winnipeg water-shed. The influences of the opening up of this new district cannot but have a most important effect on the supply of the English market. "It will make the Mother country entirely independent of foreign supply." It is evident that our superiority as a grain-growing country is likely to be seriously threatened by the rich prairie wheat lands in North-Western British America.

P. M.

CONCLUSION.

Montreal, November 30th, 1879.

Since the conclusion of my letters as above, it has been suggested to me that they should be published in pamphlet form, as containing general information of the Western country from an independent source. In consenting to this proposition I have thought it only right, not alone to intending emigrants from Europe, but in justice to the older Provinces of the Dominion, to make a few observations on the resources of the latter.

Ontario, the largest both in area and population, is so well known both in Europe and America for its valuable resources in lands, and the high state of cultivation which agriculture has reached within its borders, the possession of the immense inland seas, and its extensive water communication, that but little need be said about it; of it we may fairly say that both in agriculture, in fertility of soil, in salubrity of climate, in facilities of transit both by rail and water, as well as in its municipal organization and Government, and its developed manufactures, it is in advance of the other Provinces to the east of it, and must always be a point of attraction to intending emigrants.

Of the Province of Quebec, the next in area and population, no general remark such as I have made above can apply; the character of its soil, climate and resources vary very much, and while a large proportion of it is unsurpassed in fertility, such as the Montreal district and stretches down the North Shore considerably to the eastward of Quebec, on both sides of the St. Lawrence, and up the Ottawa Valley, and including the Eastern Townships, yet there is a considerable portion of it to the eastward, on both sides of the river, which does not offer great attractions to farmers. Nature has, however, supplied Quebec with her compensations in considerable deposits of mineral wealth, such as iron, gold, copper, &c., and the immense water system she possesses in the mighty St. Lawrence and its tributaries, which for all time must be the channel of export of our cereals and other productions, and in her extensive forests and fisheries. Hitherto her chief export has been lumber, ships and fish, and, with the exception of Nova Scotia, she has the largest fishing interests in the Dominion.

Of Nova Scotia, though the smallest in geographical area of the four original Provinces of the Dominion, she is in natural wealth the richest. Of her soil, as a whole, we cannot speak in the most favorable terms, but she has in her salt marshes of Cumberland and her Annapolis Valley a fertility not even surpassed on the prairies of the west. In the north-eastern portions of the Province, in Pictou County and through the Island of Cape Breton, and around the shores of *Bras d'Or Lake*, there is most valuable lands, and as far as pasture and grazing lands are concerned as fine as any one could desire, while her fisheries are unsurpassed by anything of the kind in America. Her coal and iron fields mark her out as one of the few places in America where these two great elements of commercial and manufacturing wealth can be found in close proximity.



Settler's Hut in Wooded Country.

Of New Brunswick, while larger in geographical area than either of the other Provinces of Nova Scotia or Prince Edward Island, she cannot be said to have the same extensive and varied resources as Nova Scotia, but yet all along the extent of her St. John Valley, the Miramichi Valley and the Restigouche, the shores of the Grand Lake and the marshes of Westmoreland, there are facilities for agriculture and growing of cattle which will command the attention of emigrants. Her chief source of export, however, has hitherto been lumber, ships and fish. With the latter, as with the former, she has to take second place to Quebec, and it would be well for her people to turn their attention to manufacturing, which the great natural advantages offered by the extensive water power of the Province peculiarly adapts her for.

Of Prince Edward Island, we may say that, in its insular position, it is the garden of the continent. Its land is very fertile, and its shores are surrounded by as valuable fisheries as exist upon the coasts of Canada. Its chief exports are potatoes, oats, beef, cattle, horses and fish.

Having thus referred very briefly to the resources of the Eastern Provinces, let me say that "*history will repeat itself.*" What has been going on in the New England States for half a century will probably go on in the Dominion of Canada. The old settlers of Maine, Massachusetts, New Hampshire, Vermont and other New England States, after partially clearing their land, sell out, and leave their old farms and go to the frontiers of civilization and settlement, and themselves again commence life anew in a western and unsettled country. Their places are filled by the new comers. Such as has been the history of the United States will be the experience of the Dominion. Emigrants to our country from Europe have not the same knowledge of, nor the love for, the new countries of the west as our own people have, and many of the farmers of the British Isles in many cases would prefer to take up the partially cleared and cultivated lands of our own settlers who may desire to move westward. I would not be surprised to find that this would be experienced to a considerable extent in the next five years, and our able and practical Minister of Agriculture would do well to get up statistical information of the available farms that parties desire to sell in the older Provinces of the Dominion, and thus promote the filling up of the vacancies which may be created by the growing Western tendencies of our own people. Truth compels me to say that our Eastern country is not as universally fertile as in the West, nor does it present, in an agricultural point of view, as many advantages, but yet it has points of attraction which will always fill up the vacancies which the migrating tendency of our people may leave in our midst, as well as extend the area of settlement. It is true that here we have not the boundless pastures of the west on which the members of the herds are counted by thousands, but yet we have in the rich rolling country of the Eastern Townships, and in the marshes and valleys of the Lower Provinces, the means of cattle growing especially second only to the western prairies which I have described. In the Eastern Townships of Quebec is the farm of the Hon. Senator Cochrane, which has given a reputation to Canada, and added to the records of the Herd Book of America some of the most remarkable instances of the prize cattle of the world.

P. M.

LIVE STOCK SHIPMENTS.

From the books of the Government Inspector of Live Stock, Mr. McEachran, V.S., I am now enabled to give the full numbers of cattle, sheep and swine, shipped from the ports of Montreal and Quebec, from the opening to the close of navigation, as compared with a similar period in the two preceding years:—

| | 1879. | 1878. | 1877. |
|-------------|--------|--------|-------|
| Cattle..... | 24,823 | 18,655 | 6,940 |
| Sheep..... | 78,792 | 41,250 | 9,509 |
| Swine..... | 4,745 | 2,078 | 430 |

So marked an increase is very gratifying, and the advantages accruing from the amount of money brought into the country and put into circulation through this trade cannot be over estimated. Of the 18,655 cattle exported last year, fully one half were American cattle, shipped *via* Montreal, while this year they are all Canadian, for the order prohibiting the entrance of American cattle into Canada, owing to the prevalence of disease in some portions of the States, has been strictly enforced. Though the trade has shown such enormous development, we believe it has not nearly attained its growth; if business continues to improve in Great Britain, the demand for beef and mutton will improve also, and under favourable circumstances we look for a further increase in next year's exports. Canada has magnificent facilities for breeding and fattening cattle, and if farmers consider their own interests they will make the most of them. There can be little doubt, we think, that in the Provinces of Quebec and Ontario stock farming will pay better than growing wheat—we can leave that to the West.

— THE —

RUSSELL HOUSE

— OTTAWA —

JAMES A. GOUIN, PROPRIETOR,

IN THE

FAVORITE RESORT OF THE LEADING PUBLIC MEN OF THE DOMINION

ATTENDING THE ANNUAL SESSIONS OF PARLIAMENT,

Ministers of the Crown, Senators, Members of Parliament and Public Officials, as well as of those having business with the various Departments of the Government. It is also the head-quarters of those having dealings with the princely Lumber Manufacturers in the great Pine Valley, of which Ottawa is the acknowledged centre.

THE RUSSELL HOUSE being central, almost abutting on the magnificent PARLIAMENT and DEPARTMENTAL BUILDINGS—the pride of the Country—is thus conveniently situated for those visiting the City on public business. But the location is also everything that could be desired alike for the man of business and the man of pleasure. A few minutes walk brings the guest of the Hotel within reach, not only of all the principal business resorts, but also of the most splendid Mountain and Valley Scenery that can be seen anywhere, as also of the two almost unrivalled Waterfalls—the Chaudiere and the Rideau—and of the extensive Manufacturing Establishments and Depots of the leading Lumbermen. But, besides the beautiful scenery, which, it may be mentioned, includes the magnificent Ottawa and two of its grand tributaries—the Rideau and the Gatineau—there is in the immediate neighborhood beautiful Lakes and apparently never-ending woods, which afford opportunities for the finest Fishing and Shooting that can be obtained on the Continent.

THE RUSSELL HOUSE affords excellent accommodation for 300 guests; its table is abundantly supplied with Viands of the choicest description in season, and nothing is left undone to make every visitor feel comfortable and “at home.”

Omnibusses meet the Arrival of every Train and Boat.

THE RUSSELL HOUSE is regarded as a sort of 'Change, as well as Hotel, in Ottawa. There the guest is brought into contact with leading men of every walk in life—the politician, the lawyer, the physician, the merchant, the public official—the Reading Room and Office presenting a lively appearance at nearly all hours from the business there being transacted, or the conversations proceeding on the social, the political and the commercial questions of the day.



REGULATIONS

Respecting the Disposal of certain Public Lands for the purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR, OTTAWA, Oct. 14, 1879.

Public notice is hereby given that the following provisions, which shall be held to apply to the lands in the Province of Manitoba, and in the Territories to the west and north-west thereof, are substituted for the Regulations, dated the 9th July last, governing the mode of disposing of the Public Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway, which said Regulations are hereby superseded:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these provisions, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called Belt A;

"(2) A belt of fifteen miles on either side of the railway, adjoining belt A, to be called Belt B;

"(3) A belt of twenty miles on either side of the railway, adjoining Belt B, to be called Belt C;

"(4) A belt of twenty miles on either side of the railway, adjoining Belt C, to be called Belt D; and

"(5) A belt of fifty miles on either side of the railway, adjoining Belt D, to be called Belt E.

3. "The even numbered sections in each township throughout the several belts above described shall be open for entry as homesteads and pre-emptions of 160 acres each respectively.

4. "The odd-numbered sections in each of such townships shall not be open to homestead or pre-emption, but shall be specially reserved and designated as Railway Lands.

5. "The Railway Lands within the several belts shall be sold at the following rates, viz.:—In Belt A, \$5 (five dollars) per acre; in Belt B, \$4 (four dollars) per acre; in Belt C, \$3 (three dollars) per acre; in Belt D, \$2, (two dollars) per acre; in Belt E, \$1, (one dollar) per acre; and the terms of sale of such lands shall be as follows, viz.:—One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment.

6. "The Pre-emption Lands within the several belts shall be sold for the prices and on the terms respectively, as follows:—In the Belts A, B and C, at \$2.50 (two dollars and fifty cents) per acre; in Belt D, at \$2 (two dollars) per acre; and in Belt E, at \$1 (one dollar) per acre. The terms of payment to be four-tenths of the purchase money, together with interest on the latter at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal instalments annually from and after the said date, with interest at the rate above mentioned on such portions of the purchase money as may remain unpaid, to be paid with each instalment.

7. "All payments for Railway Lands, and also for Pre-emption Lands, within the several Belts, shall be in cash, and not in scrip or military or police bounty warrants.

8. "All moneys received in payment of Pre-emption Lands shall inure to and form part of the fund for railway purposes, in a similar manner to the moneys received in payment of Railway Lands.

9. "These provisions shall be retroactive so far as relates to any and all entries of Homestead and Pre-emption Lands, or sales of Railway Lands obtained or made under the Regulations of the 9th of July, hereby superseded; any payments made in excess of the rate hereby fixed shall be credited on account of sales of such lands.

10. "The Order-in-Council of the 9th of November, 1877, relating to the settlement of the lands in Manitoba which had been previously withdrawn for Railway purposes, having been cancelled, all claims of persons who settled in good faith on lands under the said Order-in-Council shall be dealt with under these provisions, as to price of Pre-emptions, according to the belt in which such lands may be situate. Where a person may have taken up two quarter-sections under the said Order-in-Council, he may retain the quarter-section upon which he has settled, as a Homestead, and the other quarter-section as a Pre-emption, under these provisions, irrespective of whether such Homestead and Pre-emption may be found to be upon an even-numbered section or otherwise. Any moneys paid by such person on account of the lands entered by him under the said Order-in-Council, will be credited to him on account of his Pre-emption purchase, under these provisions. A person who may have taken up one quarter-section under the Order-in-Council mentioned will be allowed to retain the same as a Homestead, and will be permitted to enter a second quarter-section as a Pre-emption, the money paid on account of the land previously entered to be credited to him on account of such Pre-emption.

11. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway, or of any Government colonization railway connected therewith, viz.:

a "In the case of the railway crossing land entered as a Homestead, the right of way thereon, and also any land which may be required for station purposes, shall be free to the Government.

b "Where the railway crosses Pre-emptions or Railway Lands, entered subsequent to the date hereof, the Government may take possession of such portion thereof as may be required for right of way or for station grounds or ballast pits, and the owner shall only be entitled to claim payment for the land so taken, at the same rate per acre as he may have paid the Government for the same.

c "In case, on the final location of the railway through lands unsurveyed, or surveyed but not entered for at the time, a person is found in occupation of land which it may be desirable in the public interest to retain, the Government reserves the right to take possession of such land, paying the squatter the value of any improvements he may have made thereon.

12. "Claims to Public Lands arising from settlement after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situate, subject to the operation of sub-section c of section 11 of these provisions.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with these provisions, as the same may apply to the particular belt in which such lands may be found to be situated, subject, as above, to the operation of sub-section c of section 11 of these provisions.

14. "With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licenses, renewable yearly, under Section 52 of the 'Dominion Lands Act, 1879,' to cut merchantable timber on any lands situated within the several belts above described, and any settlement upon, or sale of lands within, the territory covered by such licenses, shall for the time being be subject to the operation of such licenses.

15. "The above provisions, it will, of course, be understood will not effect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson's Bay Company's lands.

"Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories.

By order of the Minister of the Interior.

J. S. DENNIS,
Deputy of the Minister of the Interior.

LINDSAY RUSSELL,
Surveyor General.

THE ST. LAWRENCE HALL, MONTREAL.

ITS OLD PRESTIGE RESTORED.

It is but in keeping with the high commercial standing of this proud metropolis of Canadian wealth and refinement that all her institutions which influence her caste or give her character in the opinion of strangers should be of the most modern progressive type, as regards appointments and management. This is eminently the case with regard to the standard of her hotels. In this latter respect Montreal now takes rank with the finest cities on this continent, and has, more especially during the last two years, made such strides of progress in this direction as even to have surpassed the expectations of those who, previous to the tide of progress, complained of her deficiencies, and charged the capitalists of the city with want of enterprise in allowing such a condition of things to exist, as to leave Canada's leading city open to the unfavorable criticism of strangers in this respect. First, the Windsor came into existence, and the style of its opening and subsequent success created a stir and gossip favorable to Montreal in hotel circles all over the Continent. But this filled only one side of the want; it is virtually an up-town hotel, specially adapted by its location and surroundings for a class of pleasure tourists, to whom quietness is the first consideration. Our great thoroughfares down town, in the centre of trade and fashionable promenades, drives, etc., were deficient, the closing of the old and popular ST. LAWRENCE HALL on St. James Street having left a gap which, in the estimation of strangers, was a serious drawback to the pleasure of a sojourn in Montreal. This old favorite hotel is now opened again, and such have been the efforts put forward by the proprietor, the well-known hotel man, Mr. HENRY HOGAN, that a visit of inspection to the admirably arranged interior, and a test of the scale upon which it can provide for the comfort of its guests, convinces one that not only has it revived under the present management all its former caste and popularity, but as a fashionable hotel of the highest order, in point of convenience and management, the ST. LAWRENCE HALL is eclipsed by no hotel on this Continent. This structure scarcely needs description, its old familiar solid cut-stone front, facing on St. James Street, with its five stories, is familiar to the great majority of *bon vivants* who have visited Montreal from the United States and Europe during the last thirty years. It runs rearward through the two blocks intervening between its front entrance and Craig Street, on the latter of which a portico, supported by four massive stone pillars, marks out the private entrance for ladies and guests. It contains about three hundred guest rooms, grand dining hall, with a seating capacity of five hundred at once, besides parlors, billiard rooms and elegant office, reading and sample rooms for commercial travellers. It is scarcely necessary to say that the house has all the modern improvements. All its rooms communicate with the office by electric signals; hot and cold baths and water closet conveniences are provided on each floor, whilst the ventilation will be found most perfect, healthy and pleasant. The cooking arrangements are conducted in the rear portion of the building. The entire house is furnished in a degree of luxury and taste, regardless of cost, and in the latest modern style. It is protected by the latest inventions and appliances from fire; its ground floor is beautifully tiled with marble, and we may say that the grand dining hall and parlors are models of taste and splendor in their fittings and all appointments, whilst a corps of skilled attendants minister to the comfort of its guests. In fact the ST. LAWRENCE HALL is now fully worthy of our beautiful City, of which its past growth and prosperity has been typical. Its register pages show the names of all the best class of visitors, whether commercial, professional men or pleasure tourists. Mr. HOGAN has also studied the pleasure of many of his present and future patrons, in associating with himself, as Manager, Mr. SAMUEL MONTGOMERY, a gentleman eminently competent to carry out the idea of the proprietor, which is to make this hotel the favorite resort to visitors in future as it has always been heretofore. Mr. MONTGOMERY's courteous and genial ways will be pleasantly remembered by most of our readers who have travelled and lived in hotels to any extent in this country. We have pleasure in recommending the ST. LAWRENCE HALL to the travelling public, satisfied that its present standing will be maintained, so as to deserve the recommendation and merit the praise of visitors to Montreal.—*Commercial Review*.



CUSTOMS DEPARTMENT.

REGULATIONS GOVERNING TRAVELLERS' CARRIAGES, &c., CROSSING THE FRONTIER.

To ensure uniformity at the frontier ports in dealing with "carriages of travellers and carriages laden with merchandise," and to afford the utmost facility to parties visiting the Dominion for transient purposes, consistent with the protection of the Revenue, the *Minister of Customs* has approved of the following "Regulations and Restrictions."

1st—Regular stages and hacks, when the owners or the drivers are known to the officers, may be allowed to cross the frontier and return, within two days, without being required to make an entry at the Custom House, subject only to the ordinary examination, search and inspection.

2nd—Travellers intending to remain within the Dominion for a longer period than two days are required in all cases to report and enter their horses, carriages and travelling equipage; and in cases where they do not intend to leave at the same point at which they enter, or are uncertain on that point, they will deposit with the Collector the full amount of duty on such horses, carriages, and other dutiable articles, to be returned only on their furnishing satisfactory evidence that the same articles have been returned unchanged to the United States. Travellers intending to leave at the port of entry may be allowed to enter as above, and, in lieu of cash, to give a bond, with an approved resident surety, covering the amount of duty, and with the additional condition that such bond shall be enforced if the time specified therein be exceeded.

3rd—The time to be allowed travellers in either case shall not exceed one calendar month; and, if that time be exceeded, the entries shall be considered *bona fide* entries for duty, and be included in the accounts of the port.

4th—All moneys received by Collectors on deposit, under the above Regulations, shall be, if possible, deposited *ad interim* in a bank, in the Collector's name; and if there is no bank available, then in some other place of security under the Collector's credit, and a separate account of the receipt and disposal of such deposit should be sent quarterly to the Department.

5th—The entries in such case should contain such a description of the horses, carriages, &c., as would enable the Collector or other officer to identify them on their leaving the Dominion; and a copy shall be furnished the owner or other person making such entry, which shall be his permit for travelling in the country.

CUSTOMS DEPARTMENT,

Ottawa, Jany. 1st, 1879.

J. JOHNSON,

Commissioner of Customs.

REGULATIONS RESPECTING VALUATIONS—CIRCULAR TO COLLECTORS.

SIR,—I have it in command to acquaint you that his Excellency the Governor-General, by an Order-in-Council, bearing date the 22nd instant, has been pleased to order and direct that "all goods imported into Canada from the United States, under arrangements with the purchasers for delivery, with transportation charges and "Canadian duty paid, shall be valued for duty at the fair market value thereof, including all expenses to the frontier of the said United States;" and I have, therefore, to instruct you to govern yourself accordingly.

I am, Sir,

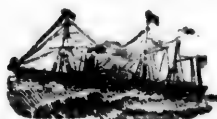
Your obedient servant,

J. JOHNSON,

Commissioner of Customs.

OTTAWA, Sept. 25th, 1879.

ALLAN LINE!



Under Contract with the Government of Canada for the Conveyance of the Canadian, American and Newfoundland Mails.

The Lines of this Company are composed of the undernoted Full-powered, Double-Engined Clyde-built Steamships:—

| TONS. | | TONS. | |
|--------------------|----------------------------|---------------------|--------------------------|
| Parisian | 5500.. (Building.) | Buenos Ayrean | 4200.. Capt. McLean. |
| Sardinian | 4100.. Capt. J. E. Dutton. | Nestorian | 2700.. Capt. Stephen. |
| Polynesian | 4100.. Capt. R. Brown. | Moravian | 3900.. Capt. J. Graham. |
| Sarmatian | 3600.. Capt. A. Aird. | Peruvian | 3700.. Lt. Smith, R.N.R. |
| Circassian | 3700.. Capt. J. Wylie. | Canadian | 2600.. Capt. Menzies. |
| Hibernian | 3434.. Lt. Archer, R.N.R. | Manitoban | 3150.. Capt. McDougall. |
| Nova Scotian | 3300.. Capt. Richardson. | Corinthian | 2400.. Capt. Barrett. |
| Scandinavian | 3000.. Capt. H. Wylie. | Phoenician | 2800.. Capt. Scott. |
| Caspian | 3200.. Capt. Trocks. | Waldensian | 2600.. Capt. Legallais. |
| Prussian | 3000.. Capt. Ritchie. | Acadian | 1350.. Capt. Cabel. |
| Austrian | 2700.. Capt. R. S. Watts. | Newfoundland | 1500.. Capt. Mylins. |

The Steamers of the Liverpool Lines sail semi-weekly between Liverpool and Quebec and Montreal, throughout the season of Summer Navigation; and from Liverpool for Halifax and Baltimore every Thursday, and from Halifax after their return from Baltimore, every Saturday during the season of Winter Navigation;—the vessels of the Main Line calling at Moville to receive and land Passengers and Mails to and from Ireland and Scotland.

The Steamers of the Halifax Line sail fortnightly between Liverpool and Quebec, or Baltimore via Halifax, N.S., and St. Johns, N.F., during the season of Summer Navigation; and between Liverpool and Baltimore, via Halifax, during the season of Winter Navigation.

The Steamers of the Glasgow Line sail weekly between the Clyde and Quebec, during Summer, and periodically between Glasgow and Boston via Halifax during Winter.

RATES OF SEA PASSAGE.

From Liverpool or Londonderry to Quebec, Halifax or Baltimore.

Cabin, £15 Stg., or \$75, and £18 Stg., or \$90; Children from 1 to 12 years, Half Fare; under 1 year, FREE. Intermediate, Adults over 8 years, £8 8s. Stg., or \$42; Children from 1 to 8 years, Half Fare; under 1 year, £1 1s. Stg., or \$5.25. Steerage, Adults over 8 years, £6 6s. Stg., or \$27.00 if paid in Canada; Children from 1 to 8 years, Half Fare; under 1 year, £1 1s. Stg., or \$5.25. Servants in Cabin £14, or \$70.

FROM GLASGOW TO QUEBEC.

Cabin, £13 13s. Stg., or \$68.25; Children under 12 years of age, Half Fare. Intermediate, £8 8s. Stg., or \$42.00; Children from 1 to 8 years, Half Fare; under 1 year, £1 1s. Stg., or \$5.25. Steerage, £6 6s. Stg., or if prepaid in Canada, \$27; Children and others not provided for in the Certificate of the friends whom they are accompanying, must pay the usual cash rates at port of embarkation.

Intermediate Passengers are furnished by the Company with Beds, Bedding, and other requisites.

Steerage Passengers require to provide their own Beds and Bedding, and Eating and Drinking Utensils, but these articles, with the exception of bed clothes, can be hired on board at a charge of \$1.50 per adult and 75c. for children between 1 and 8 years of age.

First Cabin Passengers are allowed 20 cubic feet; Intermediate Passengers, 15 cubic feet, and Steerage Passengers, 10 cubic feet of Baggage, FREE.

All excess will be charged at the rate of 1s. 6d. Stg., per foot for Ocean Freight, and the customary rate per Rail.

AGENTS:

Liverpool

Messrs. ALLAN BROTHERS & CO., Alexandra Buildings, James St.

Glasgow

JAMES & ALEXANDER ALLAN, 70 Great Clyde Street.

Londonderry

ALLAN BROTHERS & CO., 85 Foyle Street.

London

MONTGOMERY & WORKMAN, Grace Church Street.

ALLANS, BAR & CO., Champlain Street, Quebec; H. BOURLIER, Corner King and Yonge Streets, Toronto; J. B. FAIRBRIE, Hamilton; GEORGE F. THOMPSON, Sparks Street, Ottawa; S. CUNARD & CO., Halifax, N. S.; W. THOMPSON & CO., St. John, N.B.; HON. A. SHEA, St. Johns, N. F.; JAMES L. FARMER, India Street, Portland; COL. W. LAMB, Norfolk, Virginia; A. SCHUMACHER & CO., Baltimore, Md.; E. REIDY, Agt. G. T. R. Co., Detroit; ALLAN & Co., 72 La Salle Street, Chicago; K. D. COLE, Agent G. T. R'y Co., San Francisco.

H. & A. ALLAN, Agents,
Corner Youville and Common Streets, Montreal.



INSPECTION

— OF —

WEIGHTS AND MEASURES.

The Act amending and consolidating the laws relating to Weights and Measures, assented to 15th May, 1879, comes into operation 1st July, 1879, and among other things, provides that:—

“The unit or standard measure of capacity, from which all other measures of capacity, as well for liquids as for dry goods, shall be derived, shall be the gallon containing ten Dominion Standard pounds weight of distilled water weighed in air against brass weights, with the water and the air at a temperature of 62° of Fahrenheit's thermometer, and with the barometer at thirty inches.”

“Provided always, that until the 1st day of May, 1880, the wine gallon of 231 cubic inches may be used in any case by special understanding between the parties to any contract or agreement for the measurement of *liquids*, and the ratio or proportion which such measure shall bear to the standard shall be as follows:—Six wine gallons shall be equal to five standard gallons.”

From the above it will be seen that the use of the Winchester bushel and its sub-divisions becomes illegal from the 1st July, 1879, and that the use of the wine measure is permitted for liquids only until the 1st of May, 1880, from which date its use becomes illegal.

With reference to unstamped weights, measures and weighing machines being in the possession of manufacturers of or dealers in such articles, it is enacted:—

“That the manufacturers of or dealers in weights, measures or weighing machines, who has in his possession for sale, any weight, measure or weighing machine, shall not be bound to have the same inspected and stamped according to this Act so long as the same remain in his manufactory or warehouse, but no such weight, measure or weighing machine shall be removed from his premises, sold or taken into use for trade, without having been inspected and stamped. But by a regulation made by the Governor in Council, weights, measures and weighing machines may be moved from one place to another without having been stamped, provided they are not ‘taken into use for trade.’”

For the avoidance of inconvenience, therefore, it might be well that manufacturers and traders should keep on hand a sufficient stock of stamped weights, measures, scales, &c., for supplying the wants of their customers.

Instead of annual inspection as heretofore provided for, this Act provides for a biennial inspection of weights and measures. But this provision is not intended to prevent Inspectors of weights and measures from testing the accuracy of weights, measures and weighing machines at any intervening period.

A. BRUNEL,

Commissioner of Inland Revenue.

Department of Inland Revenue, June 24th, 1879.

WINDSOR HOTEL

MONTREAL.



THIS MAGNIFICENT NEW HOTEL,

— SITUATED ON —

DOMINION SQUARE,

Is within ten minutes walk of the Post Office, and five minutes from the Grand Trunk Railway Station. Is the resort of many of the best business men, and is specially attractive from its high and isolated position, being much more cool and airy than any other Hotel in the city.

TOURISTS AND TRAVELLERS will find all the comforts and luxuries of the best New York Hotels at the WINDSOR, at moderate charges, graduated according to floor.

IN ADDITION TO ELEGANCE AND COMFORT, NOT SURPASSED
BY ANY AMERICAN HOTELS,

A Free Omnibus for Guests and Patrons

RUNS EVERY HALF HOUR BETWEEN THE HOTEL
AND THE POST OFFICE.

TICKETS AND BERTHS for ALL PARTS of the Dominion and United States can be procured in the HOTEL TICKET OFFICE, and both Montreal and Dominion Lines of Telegraph are in operation.

R. H. SOUTHGATE,
Manager.

JAMES WORTHINGTON,
Proprietor.



PUBLIC WORKS DEPARTMENT.

THE HON. HECTOR LOUIS LANGEVIN, C.B.

MINISTER OF PUBLIC WORKS.

PERMANENT OFFICERS OF THE DEPARTMENT:

G. F. BAILLAIRGE, Deputy of the Minister.

S. CHAPLEAU, Secretary.

J. W. HARPER, Paymaster.

T. S. SCOTT, Chief Architect.

H. F. PERLEY, Chief Engineer.

O. DIONNE, Chief Accountant.

W. H. AIKENS, } Assistant Accountants.
J. VERREAULT, }

T. H. ALLEN, Correspondence Clerk.

C. MCCARTHY, Curator of Plans, &c.

L. LEFEBARRE, Clerk of Records.

F. J. MCKAY, " "

P. CARTIER, " "

H. TALBOT, " "

J. O. CÔTÉ, " "

W. H. LEWIS, " "

H. POTVIN, } Messengers.
H. O'NEIL, }

- THE - DOMINION LINE OF STEAMSHIPS



RUNNING FROM LIVERPOOL,

IN CONNECTION WITH

THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

This fine Line is composed of the following first-class, full-powered, Clyde-built and Double-Engined Iron Steamships,

| | | | |
|--------------------|-------------|-----------------|-------------|
| OTTAWA, - - - | 3,650 Tons. | MONTREAL, - - - | 3,284 Tons. |
| BROOKLYN, - - - | 3,575 " | TORONTO, - - - | 3,284 " |
| DOMINION, - - - | 3,200 " | ONTARIO, - - - | 3,200 " |
| TEXAS, - - - | 2,750 " | TEUTONIA, - - - | 2,700 " |
| MISSISSIPPI, - - - | 2,600 " | QUEBEC, - - - | 2,000 " |
| ST. LOUIS, - - - | - - - | - - - | 2,000 Tons. |

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The Steamers of this Line are well found in every respect, commanded by first-class and experienced Officers, carry a Surgeon, and have

Excellent Accommodation for Cabin and Steerage Passengers

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For further information, apply to FLINN, MAIN & MONTGOMERY, Managing Directors, Harvey Buildings, 24 James Street, Liverpool ; or,

DAVID TORRANCE & CO.,

General Agents for Canada,

MONTREAL.



POST OFFICE SAVINGS BANK, CANADA.

1. Three hundred Post Office Savings Banks in Ontario and Quebec are open daily for the receipt and repayment of deposits, during the ordinary hours of Post Office business.

2. The direct security of the Dominion is given by the Statute for all deposits made.

3. Any person may have a deposit account, and may deposit yearly any number of dollars, from \$1 up to \$300, or more with the permission of the Postmaster-General.

4. Deposits may be made by married women, and deposits so made, or made by women who shall afterwards marry, will be repaid to any such woman.

5. As respects children under ten years of age, money may be deposited—

FIRSTLY—By a parent or friend as Trustee for the child, in which case the deposits can be withdrawn by the Trustee until the child shall attain the age of ten years, after which time repayment will be made only on the joint receipts of both Trustee and child,

SECONDLY—In the child's own name—and, if so deposited, repayment will not be made until the child shall attain the age of ten years.

6. A depositor in any of the Savings Bank Post Offices may continue his deposits at any other of such offices, without notice or change of Pass Book, and can withdraw money at that Savings Bank Office which is most convenient to him. For instance, if he makes his first deposit at the Savings Bank at Cobourg, he may make further deposits at, or withdraw his money through, the Post Office Bank at Collingwood or Quebec, Sarnia, Brockville, or any other place which may be convenient to him, whether he continue to reside at Cobourg or remove to some other place.

7. Each depositor is supplied with a Pass Book, which is to be produced to the Postmaster every time the depositor pays in or withdraws money, and the sums paid in or withdrawn are entered therein by the Postmaster receiving or paying the same.

8. Each depositor's account is kept in the Postmaster-General's Office, in Ottawa, and in addition to the Postmaster's receipt in the Pass Book, a direct acknowledgment from the Postmaster-General for each sum paid in is sent to the depositor. If this acknowledgment does not reach the depositor within ten days from the date of his deposit, he must apply immediately to the Postmaster-General, by letter, being careful to give his address, and, if necessary, write again, because the Postmaster's receipt or entry in the Pass Book is not sufficient without the further receipt for the money from Ottawa.

9. Every depositor must send his book once a year—viz., on the anniversary of his first deposit—for comparison with the Books of the Department, and for insertion of interest. The Book will be returned to him by first mail. At no other time should a depositor suffer his Book to be out of his own possession.

10. When a depositor wishes to withdraw money, he can do so by applying to the Postmaster-General, who will send him by return mail a cheque for the amount, payable at whatever Savings Bank Post Office the depositor may have named in his application.

11. Interest at the rate of 4 per cent. per annum is allowed on deposits, and the interest is added to the principal on the 30th June in each year.

12. Postmasters are forbidden by law to disclose the name of any depositor, or the amount of any sum deposited or withdrawn.

13. No charge is made to depositors on paying in or drawing out money, nor for Pass Books, nor for postage on communications with the Postmaster-General in relation to their deposits.

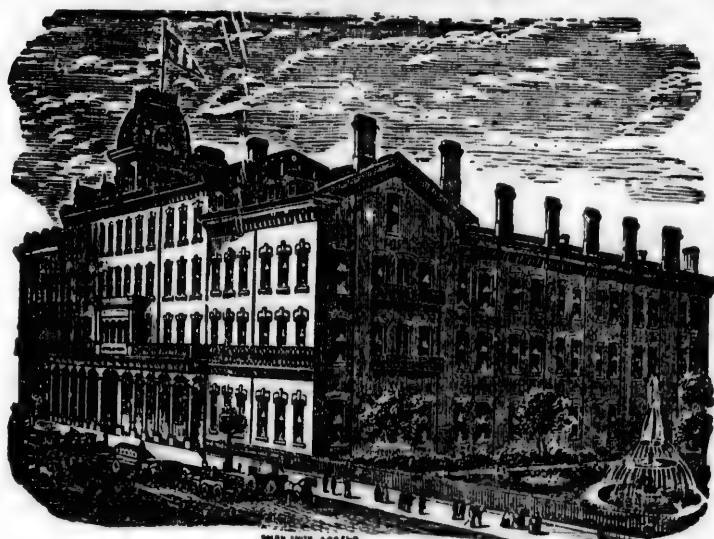
14. The Postmaster-General is always ready to receive and attend to all applications, complaints, or other communications addressed to him by depositors or others, relative to Post Office Savings Bank business.

15. A full statement of the Regulations of the Post Office Savings Bank may be seen at any Post Office in Canada, and in the Official Postal Guide.

POST OFFICE DEPARTMENT, OTTAWA,
February, 1880.

JOHN O'CONNOR,
Postmaster-General.

QUEEN'S HOTEL, TORONTO.



This magnificent Hotel is situated on Front Street, is within three minutes' walk of the Grand Trunk, Union and Great Western Railway Stations, and within five minutes' walk of the Post Office and Custom House.

This Hotel is the chief place of resort of the business men who visit the city. The Hotel is beautifully situated, with pleasant grounds and gardens on either side of it, and isolated from other buildings.

Tourists and Travellers will find in this Hotel all the modern comforts and conveniences of the best American Hotels. The Omnibus arrangements are complete, and they attend at the arrival and departure of all the Trains. The Table is unsurpassed, and the comforts which it offers to families, as a temporary or permanent residence, are unequalled.

In connection with the above Hotel is the

QUEEN'S ROYAL HOTEL, NIAGARA,

At the mouth of the Niagara River, which offers a most pleasing temporary Summer Residence, and good facilities for Sportsmen and Fishing. Several Steamers run daily between these Hotels, the trip occupying only two and a-half hours.

In each Hotel are Telegraphic Offices, Telephones, &c. Tickets can be obtained at either Hotel to any part of the Dominion.

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MANTOBA AND THE NORTH-WEST

FARMING LANDS FOR SALE.

The Hudson's Bay Co.

Have very Large Tracts of Land in

THE GREAT FERTILE BELT FOR SALE,

AND NOW OFFER

500,000 ACRES

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TOWNSHIPS ALREADY SURVEYED.

They own TWO SECTIONS IN EACH TOWNSHIP, and have, in addition, LARGE NUMBERS OF FARMS FOR SALE on the RED and ASSINIBOINE RIVERS.

Splendid Prairie Farms, Grazing Land and Wood Lots.

PRICES range from \$3 to \$6 per acre, according to location, &c.

TERMS OF PAYMENT remarkably easy.

PAMPHLETS, giving full information about the country and the lands for sale, can be had on application at the Company's Offices in Winnipeg, and at Montreal.

C. J. BRYDGES,

Land Commissioner Hudson's Bay Co.



DEPARTMENT OF MARINE AND FISHERIES,

FISHERIES BRANCH,

Ottawa, 10th December, 1879.

SCHEDULE

OF

CLOSE SEASONS FOR FISH IN ONTARIO AND QUEBEC.

| KINDS OF FISH. | ONTARIO. | QUEBEC. |
|--|---|--|
| SALMON { <i>Netting</i> <i>Angling</i> | From 31st July to 1st May.. From 1st Sept. to 1st May... | From 31st July to 1st May. From 1st Sept. to 1st May. |
| WHITE FISH..... | From 1st Nov. to 10th Nov. | From 10th Nov. to 1st Dec. |
| SALMON TROUT..... | " " " " " | From 15th Oct. to 1st Dec. |
| SPECKLED or BROOK TROUT | From 15th Sept. to 1st May. | From 1st Oct. to 31st Dec. |
| BASS, PICKEREL, (<i>Dore</i>) and MASKINONGE } | From 15th April to 15th May. | From 15th April to 15th May. |

Net or Seine Fishing without Licenses is prohibited. Nets must be raised from Saturday night until Monday morning of each week. Nets cannot be set or Seines used so as to bar channels or bays. Indians as well as Whitemen are forbidden to fish illegally. Each person guilty of violating these Regulations is liable to fine and costs, and in default of payment, is subject to imprisonment. No person shall, during the above prohibited times, fish for, catch, kill, buy, sell or have in possession, any of the aforesaid kinds of Fish.

(By order,)

W. F. WHITCHER,

Commissioner of Fisheries.

RIES,

, 1879.

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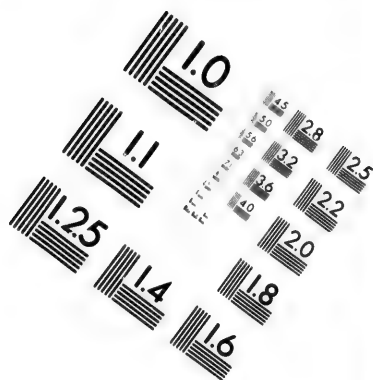
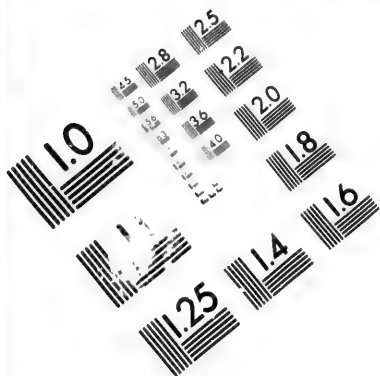
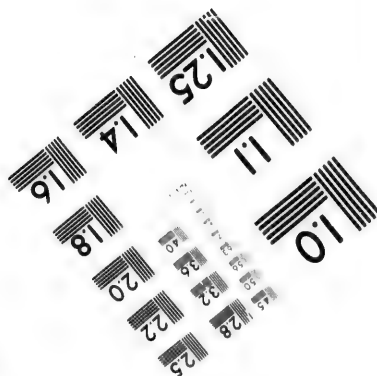
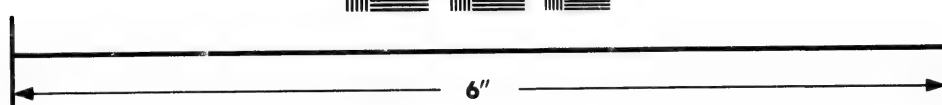
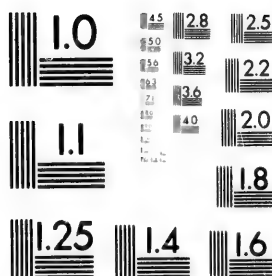


IMAGE EVALUATION TEST TARGET (MT-3)

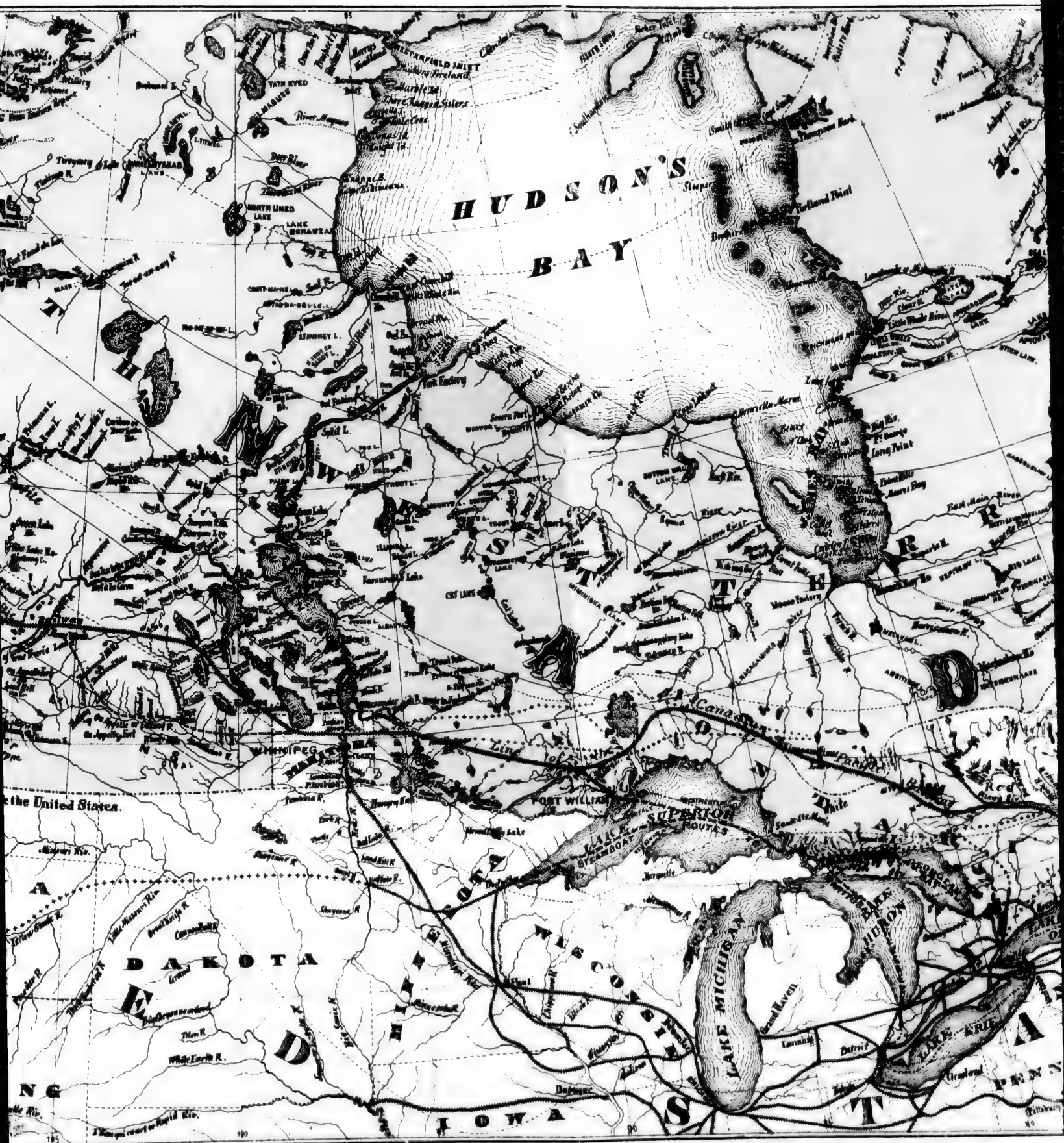


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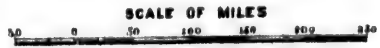
MAP
OF
CANADA
AND
PART OF THE UNITED STATES.

Compiled from the Latest Authorities

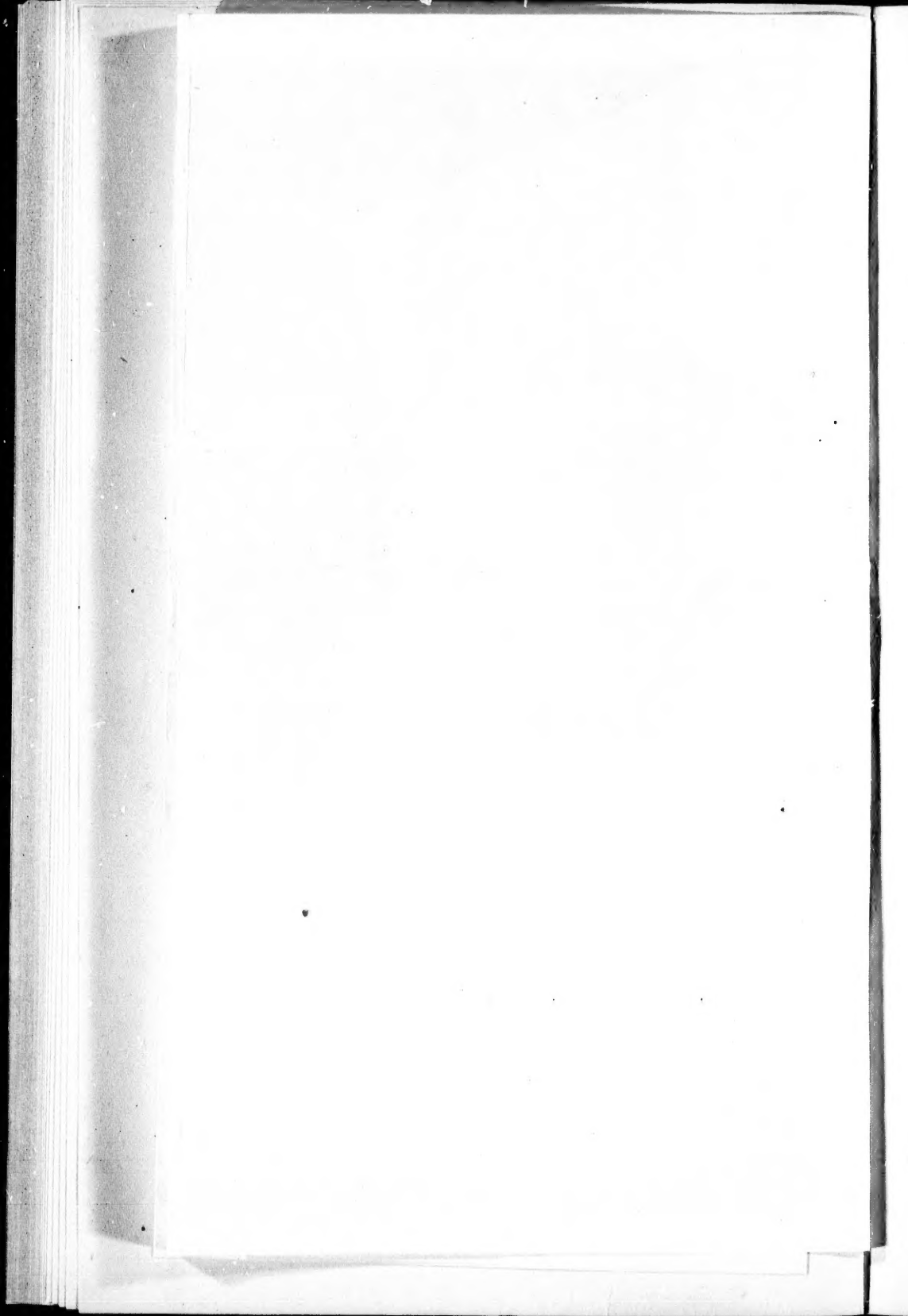
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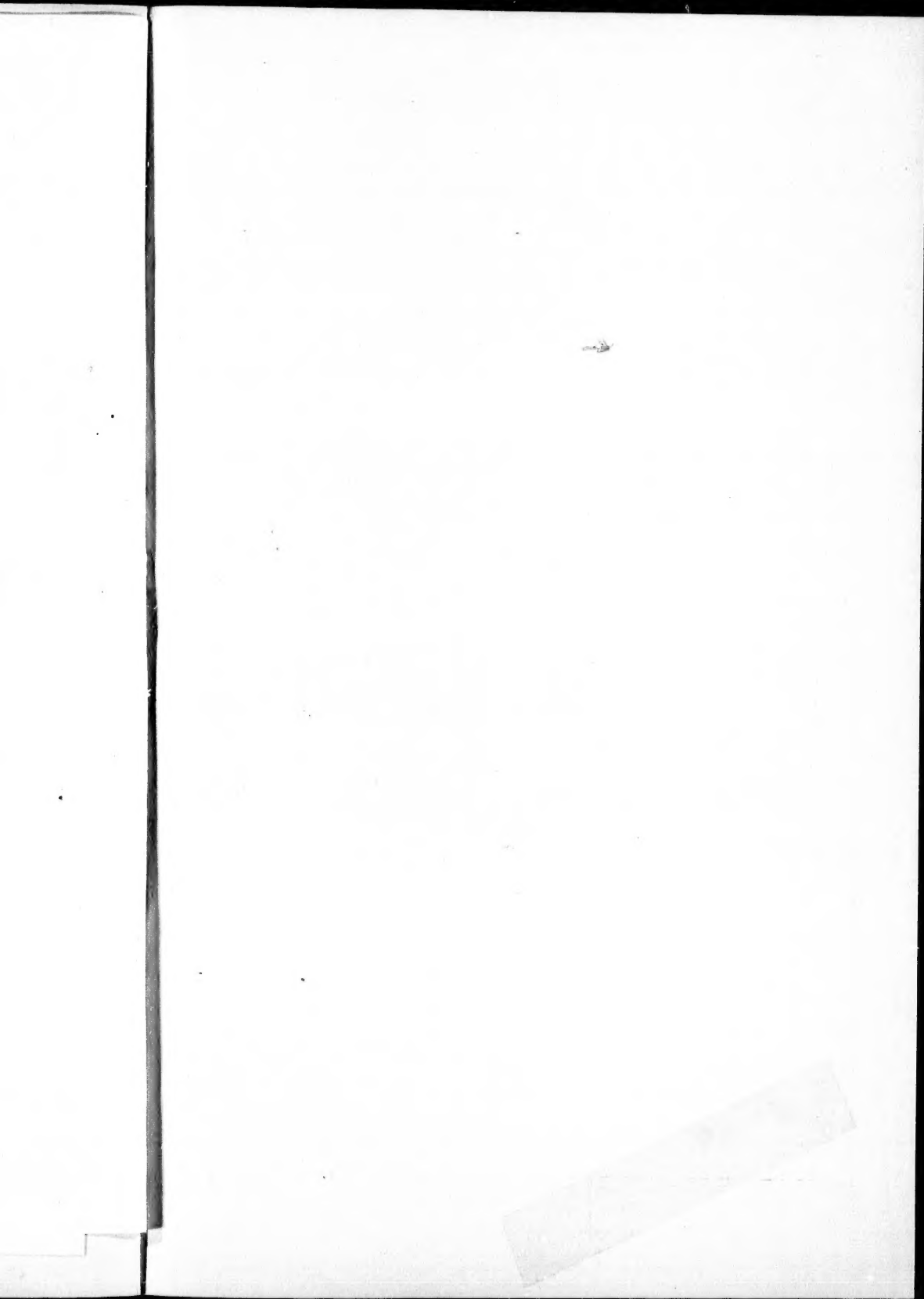
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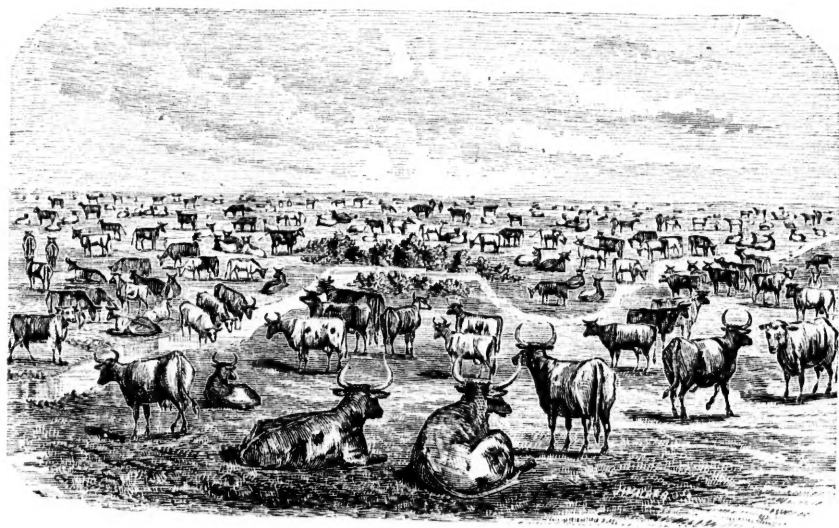
- Railways; —————
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